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# Navy News

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## 'Grey Ghost' for Far East again

### H.M.S. ALBION RECOMMISSIONS

WHEN H.M.S. Albion recommissioned for service at Portsmouth on November 20, General Sir Malcolm Cartwright-Taylor, K.C.B., Commandant-General, R.M., spoke about the Cold War situation, saying that the terrible weapons of destruction in this nuclear age are less likely to be used because of the annihilation of both East and West.

He went on to say: "This Cold War is a war which cannot be fought with weapons of destruction. The commando ship is one of the most potent weapons in the armoury of this country for dealing with these disruptive outbreaks and no one can tell where the next one will be."

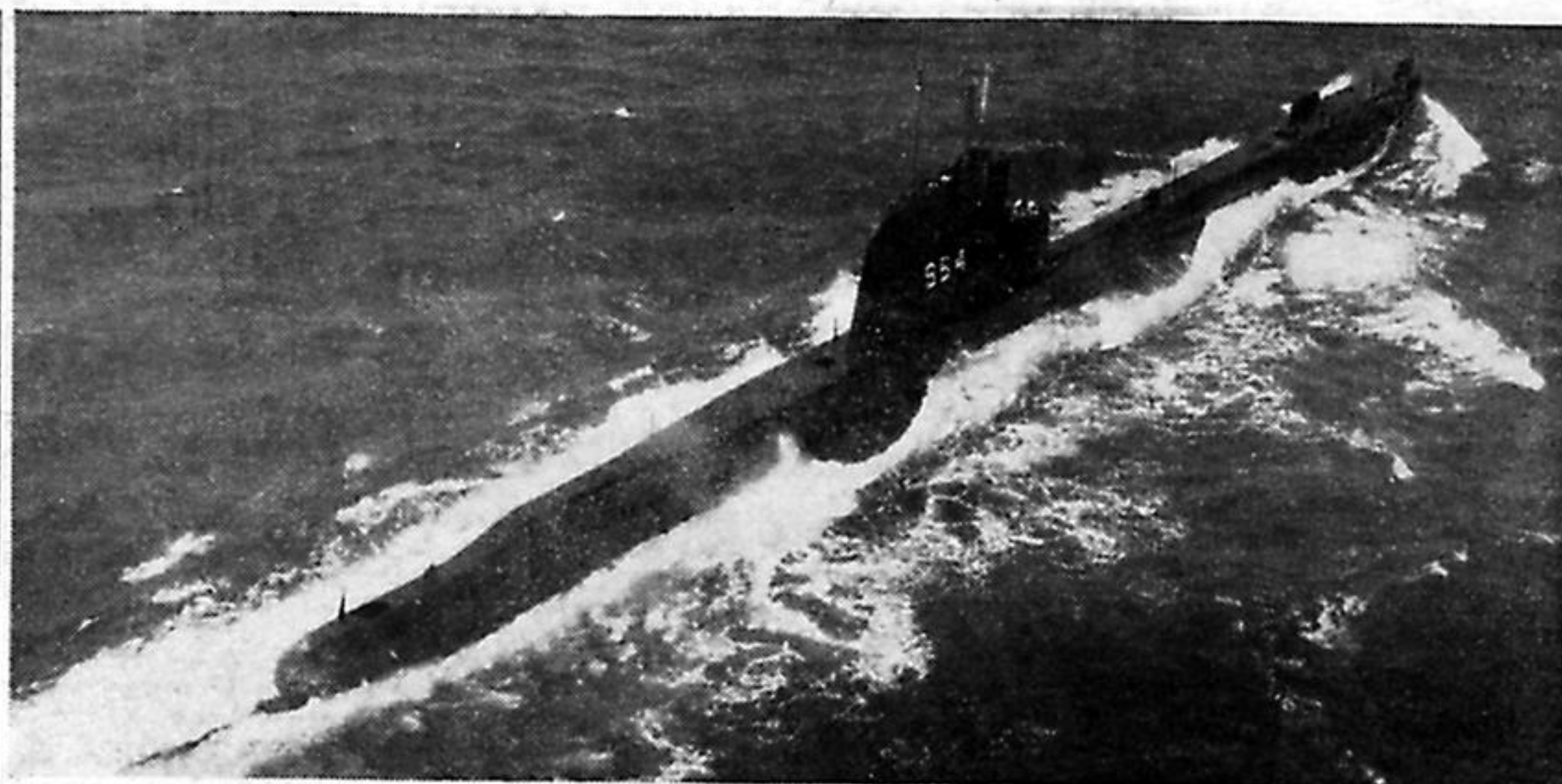
In view of Albion's increased accommodation for commandos and a larger number of helicopters the General went on to say, "For the first

time the Royal Navy will have two commando ships in commission in the Far East. From my experience in Whitehall, both will be very much in demand."

H.M.S. Albion (Capt. John Adams, R.N.), returned to Portsmouth on April 15, 1964, after 18 months in the Middle and Far East, during which she was named "The Grey Ghost" because of her frequent appearances off the coast of Borneo, and in the 17 months of her service sailed 85,000 miles, her squadrons flying 10,000 operational sorties, she has had a long refit in Portsmouth dockyard.

#### EFFICIENCY INCREASED

During the refit a new ship's company joined the ship for her sixth commission, her second as a commando ship. A great deal of work has been carried out to increase the efficiency of the ship in the commando role. The main task has been to extend the ship's accommodation to permit her to carry a larger commando unit and the provision of more efficient



H.M.S. TURPIN

arrangements for stowing the quantity of stores required to support the unit ashore.

No. 848 Royal Naval Air Squadron (Lieut.-Cdr. G. A. Andrews, R.N.), will be embarked for the commission. This squadron is equipped with Wessex Mark 5 helicopters, which have a better performance in the troop-carrying role than earlier naval helicopters, and thus will further Albion's efficiency in the commando role.

The religious service was conducted by the ship's chaplain, the Reverend A. C. Atkin, R.N., and the blessing was given by the Chaplain of the Fleet, the Very Reverend R. W. Richardson, R.N.

#### HUNDREDS OF VISITORS

In addition to the ship's company of about 1,000, there were several hundred visitors, including General Cartwright-Taylor, Major-General N. H. D. McGill, Major-General, R.M., Portsmouth, and the Admiral Superintendent Portsmouth, J. L. Blackham, and the families and friends of the ship's company.

After a period of trials and work-up, Albion will sail for the Far East in the new year, ready for operational service should the need arise.

The mayors of four of the Cinque Ports were taken from Dover to the ship on November 29, which has been "adopted" by their towns since 1953.

## TURPIN RETURNS

### Transfers to Israeli Navy

THE last Royal Navy submarine to be permanently based in the Mediterranean, H.M.S. Turpin (Lieut.-Cdr. T. D. A. Thompson, R.N.), returned to Portsmouth on November 20, having steamed 41,000 miles since she joined the Mediterranean Fleet in December, 1962.

Together with another modernised "T" class submarine, H.M.S. Totem, she is being acquired by the Israeli Navy. Both ships are to be refitted in Portsmouth dockyard, the refits taking about 18 months.

H.M.S. Turpin was laid down in H.M. Dockyard, Chatham, on May 24, 1943, being launched by Lady Tovey on August 5, 1944, and being commissioned on October 1, 1944. She was armed with 11 21-inch torpedo tubes and a four-inch gun.

Turpin sailed for the Far Eastern theatre of war in June, 1945, but saw very little service before the war ended. After her return in 1946, she served on the Home Station until 1949, when she entered H.M. Dockyard, Chatham, for conversion and modernisation. She was lengthened, streamlined and her performance improved. The five external torpedo tubes were removed during the conversion.

Lady Tovey again launched the submarine on September 17, 1951. The submarine was based on the

Home Station once more and visited areas, including the West Indies, Scandinavia and Gibraltar.

In 1958, because of severe engine defects it was necessary for H.M. Tug Samsonia to tow Turpin from Kingston, Jamaica, to Plymouth. The tow left Kingston on March 11, 1958, arriving in Plymouth on April 9. The distance covered was 5,200 miles in 29½ days, an average of 7.3 knots, and this tow was the longest in submarine history.

During the last two years in the Mediterranean the submarine took part in 16 N.A.T.O. exercises and visited about two dozen ports. Since commissioning she has steamed a total distance of 184,000 miles.

The Chief Petty Officer accommodation block, named after Petty Officer Edgar Evans, who lost his life with Captain Scott in the Antarctic in 1913 and served in Excellent in 1904, will be opened in H.M.S. Excellent on December 18.

## New tanker launched

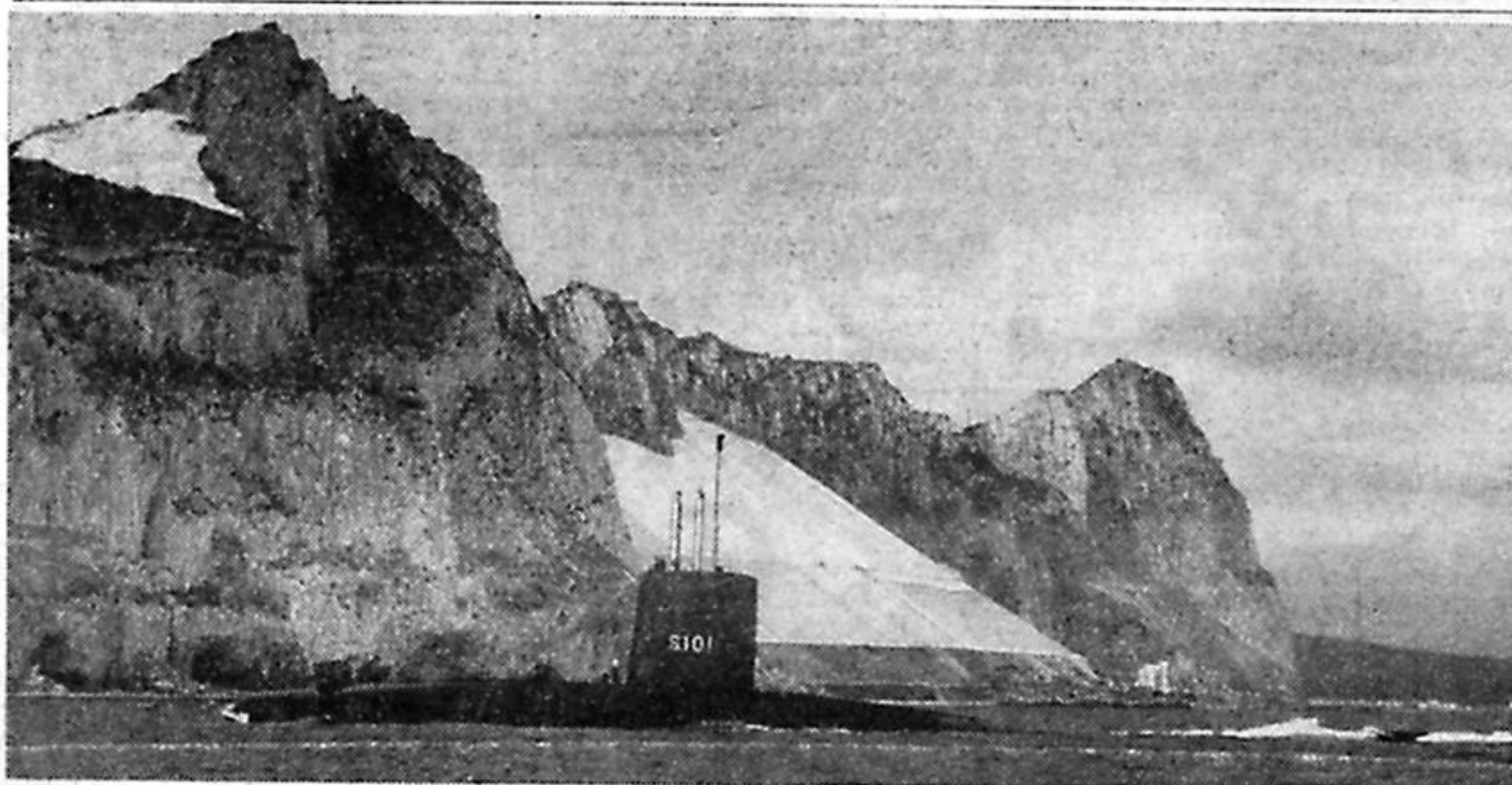
THE second of the three new Fleet Replenishment Tankers for the Royal Fleet Auxiliary Service—the R.F.A. Oleander—was named and launched at the Tyne shipyards of the Swan Hunter group on November 19, the naming ceremony being performed by Mrs. Cary, wife of Mr. A. L. M. Cary, C.B., the Second Permanent Under-Secretary of State (Royal Navy).

Designed to carry a mixed cargo of fuel and fitted with modern handling gear for transfer by jackstay and derricks, Oleander is of advanced design for the support and replenishment of the Fleet at sea. She is to be air-conditioned for service in tropical and cold climates and specially strengthened for operations in ice. Her all-round capability will be enhanced by the provision of a helicopter landing platform and hangar.

The new tanker has an overall length of 684 feet, a beam of 84 feet and her complement will be 87 R.F.A. officers and men, and there will be additional accommodation for the Royal Navy officers and men borne in wartime.

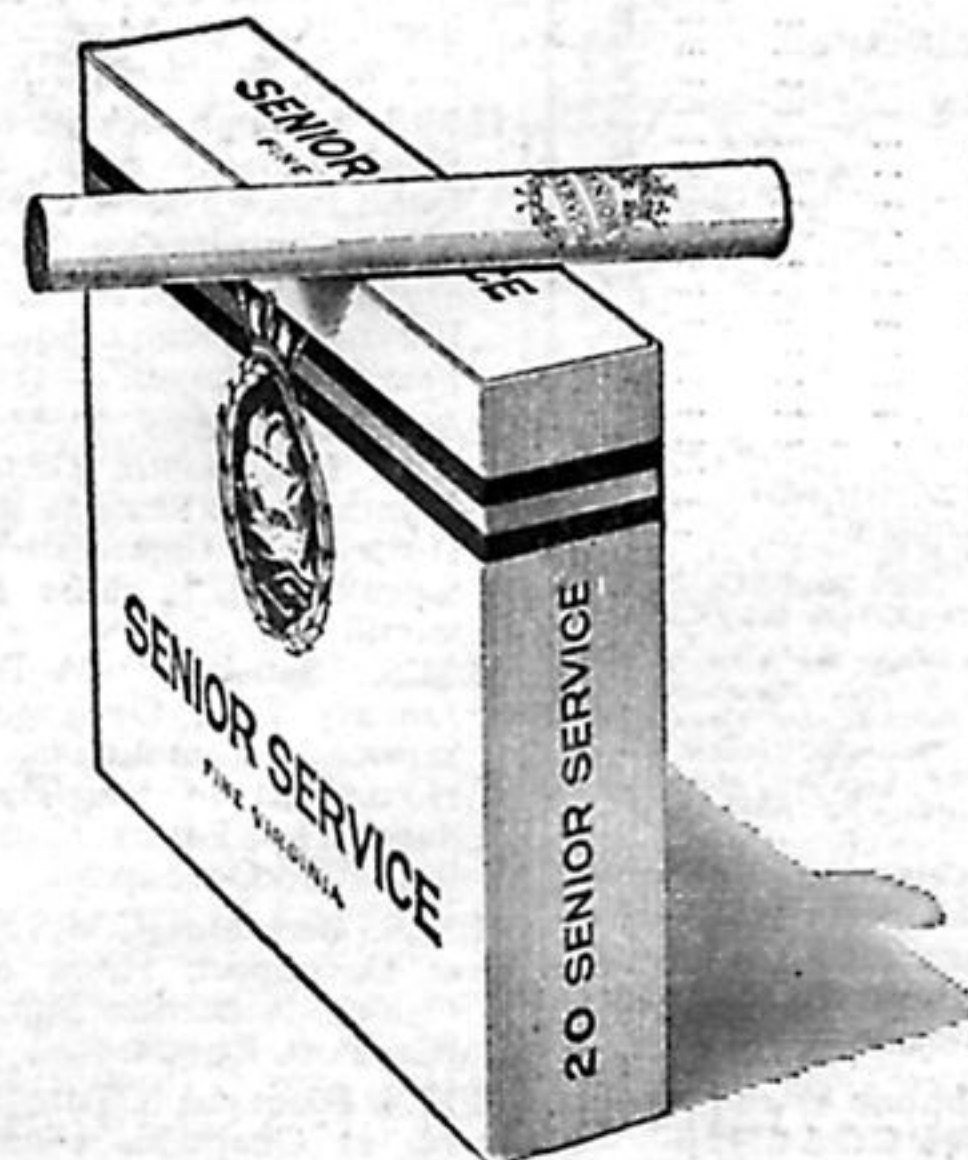
## Special supplement

### H.M.S. ROYAL ARTHUR



H.M.S. Dreadnought off Gibraltar. The huge water catchment area is a well-remembered feature of this side of the Rock, but old timers, who knew the quiet village at Catalan Bay would scarcely recognise it today. Note the large modern hotel at the foot of the catchment

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## Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.)  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 22351 (Ext. 72194)

## EDITORIAL

"Peace on earth—goodwill to all men"

THESE words will be said, sung, wired, sent by card and letter, by millions upon millions in Christian—and so-called Christian—countries this month.

Man to man, individual to individual, the words at this time of the year at any rate, mean something, but how about Nation to Nation?

In a Utopian world the words would mean just what they say, but in this twentieth century—as between nation and nation—they seem to mean virtually nothing.

Again, in a Utopian world, there would be no need for armed forces. But this is not a Utopian world. It is a world where the lust for power is the driving force of certain men and certain nations, and to avoid being the victims of aggression it is essential that nations should have the means to defend themselves.

Hence Britain must have a strong Navy—not to keep down people or to wage aggression, but solely to keep the peace. Britain's record is proof that her use of her armed forces has been to protect—not for aggression.

But with such widely dispersed areas to police is our Navy strong enough? Powerful it certainly is, but the areas it has to police are so vast that, even with the assistance of the Commonwealth and Allied Navies, it is stretched, in words that have been used before "very thinly over the oceans of the world."

One day the world will be ready to turn its swords into ploughshares, to build cruise-ships instead of cruisers, but that day, unhappily, is far distant.

Until nation can say unto nation—and mean it—"Peace on earth, goodwill to all men," the Royal Navy must, as always, be prepared. It must be strong in numbers of ships and men as well as in fire power of individual ships.

The cost? Very heavy indeed, but not so costly as being overcome in the struggle to maintain peace.

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Set on fire to avoid  
capture by French

SIR.—After reading, with interest, of the discovery of the wreck of H.M.S. Sirius at Mauritius, I drew up a few brief details of her career, and hope that they may be of some interest to the readers of "Navy News."

The H.M.S. Sirius concerned was a 36-gun frigate, with a tonnage of 1,409 tons (old measure), and was launched on April 12, 1797, by Dudmans Yard at Deptford.

Capt. Richard King was appointed to her the following month, and her service for the first few years was mainly on the home station.

On October 24, 1798, while cruising off the Texel, she captured the Dutch frigates Furie (36 guns) and Waakzaamheid (24 guns). Owing to their sailing at a distance from each other, and to the superior speed of Sirius, she was able to take them one at a time. Both of these ships were taken into the Service.

In company with H.M. ships L'Oiseau (36 guns) and Amethyst 38 guns), the French 36-gun frigate La Dedaigieuse was captured off Cape Belem, Portuguese coast, on February 5, 1801.

## AT TRAFALGAR

Capt. William Prowse relieved Capt. King in August, 1802, and was still in command when the ship was present at Sir Robert Calder's action with the French fleet on July 22, 1805, and later was one of the four frigates at Trafalgar.

After the Battle of Trafalgar she served as a unit of the Mediterranean Fleet under Lord Collingwood and captured the French La Bergere (18 guns) off the mouth of the River Tiber on April 17, 1806.

After returning to this country in February, 1808, Capt. Samuel Pym

was appointed on October 13 following Capt. Pym was still in command when, in company with H.M. ships Iphigenia (36 guns) (Capt. Henry Lambert), Magicienne (36 guns) (Capt. Lucius Curtis) and Nereide (36 guns) (Capt. Josiah Nisbet Willoughby), an attack was made on French ships, then lying in the harbour of Grand-Port, Isle-de-France (Mauritius) on August 23, 1810. This turned out to be a disaster, as, on entering the harbour, Sirius grounded on a coral bank, the same thing happening also to Magicienne and, both ships being unable to extricate themselves, they were set on fire on August 25. Sirius was set on fire at 9 a.m. and blew up at 11 a.m., the crews being made prisoners.

Iphigenia and Nereide were both captured by a French squadron on the 28th, but were retaken on the following December 6.

H.M.S. Sirius was the second ship to bear the name, the first being a 20-gun ship, formerly the storeship Berwick, purchased in 1781 and renamed Sirius in 1786. She was wrecked at Norfolk Island on March 15, 1790.—Yours, etc., G. RANSOME (World Ship Society), Manchester.

## H.M.S. KINSHA

SIR.—I am anxious to obtain external details of H.M.S. Kinsha and would be very grateful to hear from anyone who served in her and could give me information or lend me photographs, which I would return immediately after studying them.

I have her lines and gun positions but no "as fitted" drawings seen to have survived.—Yours, etc., C. M. BLACKMAN, Rear-Admiral, Peak Cottage, Ashton, Nr. Bishop's Waltham.

SAW LAUNCHING OF  
TWO DREADNOUGHTS

SIR.—In 1902, as a young schoolboy in the Garrison School, Portsmouth, I was taken, with two other boys on an unusual trip from the Camber, Portsmouth, to the Mediterranean on a fleet collier, the S.S. Sirdar to coal the ships of the then Channel and Mediterranean Fleets which were on an exercise off the Bay of Naples.

Loading at the Camber we proceeded to Naples via Gibraltar. On the night of our arrival the place was deserted, but on going on deck the next morning I witnessed one of those grand sights which, even today, would gladden the hearts of anyone with a love of the sea.

All around us had anchored an armada of the most modern battleships and cruisers, destroyers, etc., of the day.

The Bulwark was the flagship of the Commander-in-Chief and with her that morning were the following—Irresistible, Implacable, Vengeance, Repulse, Canopus, London, Hood, Formidable, Renown, Ramillies and five other battleships, the Hannibal, Illustrious, Prince George, Caesar and Magnificent, of which more anon. The cruisers were the Sulej, Aboukir, Niobe, Andromeda, Rainbow, Furious, Hermione, Doris, June, Minerva, Diana, Naiad, Vindictive, Gladiator, St. George, Prometheus, Pactolus, Pyramus, Pioneer, Pegasus, Pandora.

T.B.D.s included Boxer, Ardent, Fawn, Flying Fish, Kangaroo, Chamois, Myrmidon, Earnest, Locust, Orwell, Griffon, Panther, Cynthia, Foam, Desperate, Cygnet, Coquette, Ariel and several torpedo boats as well as the Depot Ship, Tyne.

## A WONDERFUL SIGHT

The battleships were painted in their old livery—black hulls, white superstructure and yellow masts and funnels. It was a wonderful sight. Later that day we moored alongside Bulwark and saw the "Coalship" evolution at close quarters, never dreaming that one day I, too, would have that experience.

What brought all this to my mind was that at a "get-together" of Old Salts recently, one mentioned that there were only eight ships of the "Majestic" class, with two funnels abreast. I pointed out that there were nine, as the day following the arrival of the ships mentioned above, we saw the Majestic, Mars, Victorious and Jupiter arrive to make up the nine ships of the class.

After coaling Bulwark we did the same to Jupiter, Prince George and Hannibal before leaving for the return journey to Portsmouth.

Back at school we wrote an essay on the King's Navy, and as I had seen some of the workings of a great fleet, and watched them at evolutions—"Up anchor by hand," "Work main derrick," "Get out collision mat," I had quite a lengthy composition to write.

## DREADNOUGHT LAUNCHING

This essay, somehow, was shown to Admiral Lord Charles Beresford, and as a reward I was invited to Portsmouth Dockyard to witness the launching of our first Dreadnought, and later had tea aboard Lord Charles' flagship, Britannia, moored alongside Farewell Jetty.

On October 21, 1902, with 39 other Submarine Old Comrades I was able to witness the launching of the submarine Dreadnought by H.M. The Queen.

The earlier paragraphs, I think, may interest your older readers, as often I read some nostalgic account of happenings in the Navy in the days when we had the world's largest, finest and most efficient fleets in the world.—Yours, etc., SID H. GLAZE-BROOK, Edgware.

## DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

H.M.S. Bastion (LCT)—H.M.S. Redoubt, (LCT), December 2, at Bahrain. Crews transfer. Amphibious Warfare Squadron. Foreign Service (Middle East). (E).

H.M.S. Gurkha (G.P. Frigate), December 10, at Rosyth. General Service Commission. (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth. (B).

H.M.S. Blackpool (A/S. Frigate), December 17, at Chatham. General Service Commission. Home/Station to be decided. 29th Escort Squadron. U.K. Base Port, Chatham.

H.M.S. Hubberton (M.H. Conversion), December 17, at Chatham. Local Foreign Service. (Far East). 6th M./S. Squadron. (E).

H.M.S. Triumph (Escort Maintenance Ship), January 6, at Portsmouth. Local Foreign Service, Far East. (C).

H.M.S. Palliser (A/S. Frigate), January 7, at Rosyth. Home Sea Service. Fishing Protection Squadron. U.K. Base Port, Rosyth.

H.M.S. Rhyl (A/S. Frigate), January 7, at Portsmouth. General Service Commission. (Phased). Home/Med. Home/Med. Capt. (D) 23rd Escort Squadron. U.K. Base Port, Portsmouth. (A).

H.M.S. Salisbury (A/D. Frigate), January 7, at Devonport. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Brereton (C.M.S.), January 7, at Devonport. Home Sea Service. Fishing Protection Squadron. U.K. Base Port, Rosyth.

H.M.S. Diamond (Destroyer), January 14, at Chatham. General Service Commission. (Phased). Home/Med. Home/Med. 23rd Escort Squadron. U.K. Base Port, Chatham. (A).

H.M.S. Barrosa (A/D. Conversion), January 15, at Singapore, for Foreign Service. (Phased). East of Suez. 24th Escort Squadron. (A).

H.M.S. Corunna (A/D. Conversion), January, at Singapore. General Service Commission. East of Suez. Advance party only. 21st Escort Squadron. U.K. Base Port, Rosyth.

H.M.S. Loch Fada (A/S. Frigate), February 2, at Singapore. Foreign Service. East of Suez. (Phased). 26th Escort Squadron. (A).

No. 829 Squadron (Eskimo Flight), February 3, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

H.M.S. Striker (L.S.T.) and No. 3 Assault Squadron, February 5, at Gibraltar. Foreign Service (Middle East). Amphibious Warfare Squadron. (B).

H.M.S. Bronington (M.H. Conversion), February 9, at Rosyth. Home Sea Service. Vernon Squadron. U.K. Base Port, Portsmouth.

H.M.S. Lowestoft (A/S. Frigate), February 11, at Chatham. General Service Commission. (Phased). Home/Med. / Home / Med. Divisional Leader. 23rd Escort Squadron. U.K. Base Port, Chatham. (A).

H.M.S. Cavendish (Destroyer), February 11, at Portsmouth. General Service Commission. Home/Med. / Home/Med. 23rd Escort Squadron. U.K. Base Port, Portsmouth. (C).

H.M.S. Sheraton (M.H. Conversion), February 18, at Portsmouth. Local Foreign Service. 6th M./S. Squadron. (E).

H.M.S. Naiad (A/S. Frigate), February 23, at Glasgow. For Home Sea Service. 20th Frigate Squadron. U.K. Base Port, Chatham (Under consideration).

H.M.S. Malcolm (A/S. Frigate), end of February, at Rosyth, L.R.P. complement.

H.M.S. Narvik (Harbour accommodation ship), February, at Plymouth. Port Service. Towing crew—transfers to Faslane.

H.M.S. Aurora (A/S. Frigate), February, 2nd Frigate Squadron. (C).

H.M.S. Dundas (A/S. Frigate), February, 2nd Frigate Squadron. (A).

H.M.S. Pellew (A/S. Frigate), February 2nd Frigate Squadron. (A).

H.M.S. Verulam (A/S. Frigate), February, 2nd Frigate Squadron. (C).

H.M.S. Hampshire (G.M. Destroyer), March 4, at Portsmouth. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Decoy (Destroyer), March 25, at Portsmouth. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Devonport.

No. 829 Squadron (Gurkha Flight), March, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

No. 829 Squadron (Naiad Flight), March, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

H.M.S. Ulster (A/S. Frigate), April 1, at Devonport for trials. Home Sea Service. May 27, 17th Frigate Squadron. Nice Wizard. U.K. Base Port, Devonport. (Under consideration.)

H.M.S. Berwick (A/S. Frigate), April 8, at Portsmouth. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Dido (A/S. Frigate), April 8, at Chatham. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. Capt. (D). 21st Escort Squadron. U.K. Base Port, Chatham.

H.M.S. Laleston (C.M.S.), Transfer to Vernon Squadron. Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Burnaston (C.M.S.), April, Steam to Aden where Flockton's crew transfer. Foreign Service (Middle East). (E).

H.M.S. Blackwood (A/S. Frigate), April 22, at Rosyth for trials. Home Sea Service Commission. July 1. Fishery Protection Squadron. U.K. Base Port, Rosyth.

H.M.S. Beachampton (C.M.S.), May, Steam to Aden where Chilcompton's crew transfer. Foreign Service (Middle East). (E).

H.M.S. Daring (Destroyer), May, at Devonport for trials. (To Reserve on completion of long refit).

H.M.S. Wilkinston (C.M.S.), May, Transfer to 8th M./S. Squadron. Local Foreign Service (Far East). (E). Dufton's crew transfer.

H.M.S. Woodlark (Survey Ship Conversion), May, at Chatham. Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Bastion (L.C.T.), June 1, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron. (E).

H.M.S. Mohawk (G.P. Frigate), June 3, at Chatham. General Service Commission. (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Chatham.

H.M.S. Lynx (A/A. Frigate), June 24, at Portsmouth. General Service Commission Home/South Atlantic and South America/Home/South Atlantic and South America. 7th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Caprice (Destroyer), end of June, at Rosyth for trials. To Reserve on completion.

H.M.S. Anzio (L.S.T.) and No. 1 Assault Squadron, July, at Gibraltar. Foreign Service (Middle East). Amphibious Warfare Squadron. (B).

(Continued on page 7, col. 1)

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# Strange looking ship in NATO exercise

ONE of the strangest-looking ships ever to feature in any navy took a vital, but unobtrusive, part in the large-scale N.A.T.O. exercise "Team Work" in September-October. This ship was the Major Communications Relay vessel U.S.S. Annapolis.

Formerly an escort carrier, the Annapolis has been converted into a huge floating radio station and command ship. Her former hangar provides ample space for a variety of transmitters. Her flight deck, except for a small landing area for helicopters, is covered with an assortment of oddly shaped aerials.

"Team Work" was the first large-scale exercise in which the Annapolis had taken part as she was only commissioned in March this year. She has, particularly, a nuclear war role in that

still fly and only on one engine. Either this report was incorrect or they have acquired replacement engines and spares. It is known that one of the main reasons for Sokarno's overseas tour earlier this year was to try to persuade Moscow to supply the Indonesian armed forces with badly needed spares. While it is impossible to tell how successful his mission was, the fact that he has not so far stepped up attacks against Malaysia would seem to indicate that at least little has been delivered to him as yet.

## AUSTRALIA

The Australian Government's decision to re-equip the carrier Melbourne with American fixed-wing anti-submarine aircraft represents a significant policy change. Until quite recently it was planned to convert this relatively small and slow carrier into a helicopter carrier. Presumably the longer-range characteristics of fixed-wing A.S.W. aircraft appealed to the Australians in view of the vast sea areas their forces have to patrol.

Two Australian Daring Class destroyers, the Vampire and Vendetta, are to be refitted to carry the A.S.W. missile, Ikara, in due course. One of these ships may well become the trials ship for this missile for both the R.A.N. and R.N.

## SCOTT PAYS OFF

THE survey vessel, H.M.S. Scott (Lieut.-Cdr. R. P. F. Martin, R.N.) arrived at Chatham for the last time on November 20, prior to paying off.

Scott was laid down in 1937 at Dundee and named after Capt. Robert Falcon Scott, R.N., the intrepid Antarctic explorer. She was launched on August 23, 1938, by Lady Skelton, wife of Engineer Vice-Admiral Sir Reginald Skelton, K.C.B., C.B.E., D.S.O., who had accompanied Capt. Scott on his Antarctic expedition of 1901 to 1904. The Antarctic connection was strengthened by the adoption of a penguin as the official crest.

Most of the war was spent on survey duties but H.M.S. Scott took part in the Norway and Normandy landings. Since the war the ship has been continually employed in surveying on the south and east coasts of the United Kingdom. Most, if not all, of the charts of the East Coast of England now contain some work by Scott, and there are few East Coast ports that she has not visited. She has, however, continually used Chatham as her main base since the end of the war.

## CONTINUOUS COMMISSION

Scott is the last survivor of a class of four and apart from a few months in 1957 spent undergoing an extended refit, has been in continuous commission since before the war, a distinction that can now be claimed by few ships. This longevity is in striking contrast to the previous ship to bear the same name. A Flotilla Leader of 1,800 tons she was completed in January, 1918, and was torpedoed and sunk in August of the same year.

After a few days spent in Chatham restoring some of her specialised surveying equipment, Scott sailed for Portsmouth to be finally paid off.

# SHIPS OF THE ROYAL NAVY

## H.M.S. Kent

## No. 109



THE guided-missile destroyer H.M.S. Kent was laid down in the yard of Messrs. Harland & Wolf Ltd., Belfast, on March 1, 1960, launched on September 21, 1961, and completed on August 15, 1963.

The powerful-looking "County" class destroyers, the Devonshire, Fife, Glamorgan, Hampshire, Kent and London displace 6,200 tons (full load) are 520 feet in length (overall) and have a beam of 54 feet. Fife and Glamorgan are not yet in service.

Fitted with four 4.5-inch guns (two

twin turrets forward) and with a twin launcher, aft, for Seaslug ship-to-air guided missiles and two quadruple launchers for Seacat close-range ship-to-air guided missiles, they are formidable units with an endurance and a capacity for operating independently, enabling these ships to be used for escort duties, part of a task force and for police duties in any part of the world.

The 4.5-inch guns are radar-controlled, fully automatic dual-purpose quick-firing weapons for attack and defence against ships and aircraft.

The "Counties" have COSAG propulsion machinery plants (combined steam and gas turbine), enabling the ships to develop full power from cold within a few minutes and enabling them to get under way instantly in an emergency.

They have the latest accommodation standards and are fully air-conditioned.

Complement is 33 officers and 407 ratings.

## NO KEY FOR ROSALIE

THE Master of the Royal Fleet Auxiliary Fort Rosalie recently requested approval to adorn his ship's funnel with a key to mark her twenty-first year in service. While his request was turned down after much consideration by COMFEE staff, the request and its reply showed that naval staff officers do have a heart.

Chief of Staff, Rear-Admiral F. B. P. Brayne-Nicholls, wrote to the Master: "The pride taken in keeping an elderly ship as efficient and sprightly as a younger one is commendable and fully appreciated, but it should not be overlooked that ladies do not care to advertise their age. While your proposal cannot be approved it is suggested that you might wish to consider striking a commemorative medal with a symbol of eternal youth on one side and the bleeding heart of the Chief Engineer on the other."

## Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer  
JX 912933 R. D. Walsh, JX 837270 W. G. Lissamer, JX 646416 A. Jelley, JX 760002 G. R. Hare, JX 669952 P. O. Pettman.

To Master-At-Arms  
MX 712476 F. Dale.  
To Chief Petty Officer Writer  
MX 860490 K. Dunstan, MX 670820 W. G. Creber.

To Acting Chief Engineer Room Artificer  
MX 902634 J. D. Bygraves, MX 70084 E. N. Massey, MX 857556 R. F. McEwen, MX 855835 D. D. Wright.

To Acting Chief Mechanician  
KX 597733 G. G. Opie, KX 907591 R. M. Richardson, KX 939598 G. O. Bell.

To Chief Shipwright Artificer  
MX 855676 T. J. Bean, MX 904136 R. S. Banks, MX 913016 K. R. Sims, MX 887662 C. G. Goodman, MX 887858 W. G. Proctor.

To Acting Chief Ordnance Artificer  
MX 928672 F. Walker, MX 928526 F. L. Hunt.  
To Chief Engineering Mechanician  
MX 855844 J. Bailey, MX 913549 A. R. Paul.

To Chief Electrical Artificer  
KX 867762 N. Croxall, KX 751671 R. Stopford, KX 840448 A. Royan, KX 861238 M. Hotlamby, KX 133044 F. E. Large.

To Acting Chief Electrical Artificer  
MX 888018 A. E. Lawless, MX 667792 D. Litchfield, MX 857705 M. F. J. Herbert, MX 818807 M. S. Palmer.

To Chief Electrician  
MX 892969 K. H. Gaskin.  
To Acting Chief Radio Electrical Artificer  
M 928644 R. Rookyard.

To Chief Radio Electrician  
MX 893488 R. Levey, MX 915370 A. E. Grant, MX 915742 J. B. Roake, MX 927605 W. Walker.

To Chief Radio Supervisor  
JX 795953 K. H. Excell, JX 856845 M. Goacher.

To Chief Communication Yeoman  
JX 890294 M. M. Raynham.  
To Chief Air Fitter (AE)  
L/FX 822446 D. E. Gittard.

To Chief Air Fitter (O)  
L/FX 837410 R. J. Spiers.  
To Acting Chief Electrical Artificer (Air)  
L/FX 887605 D. J. Attwood.

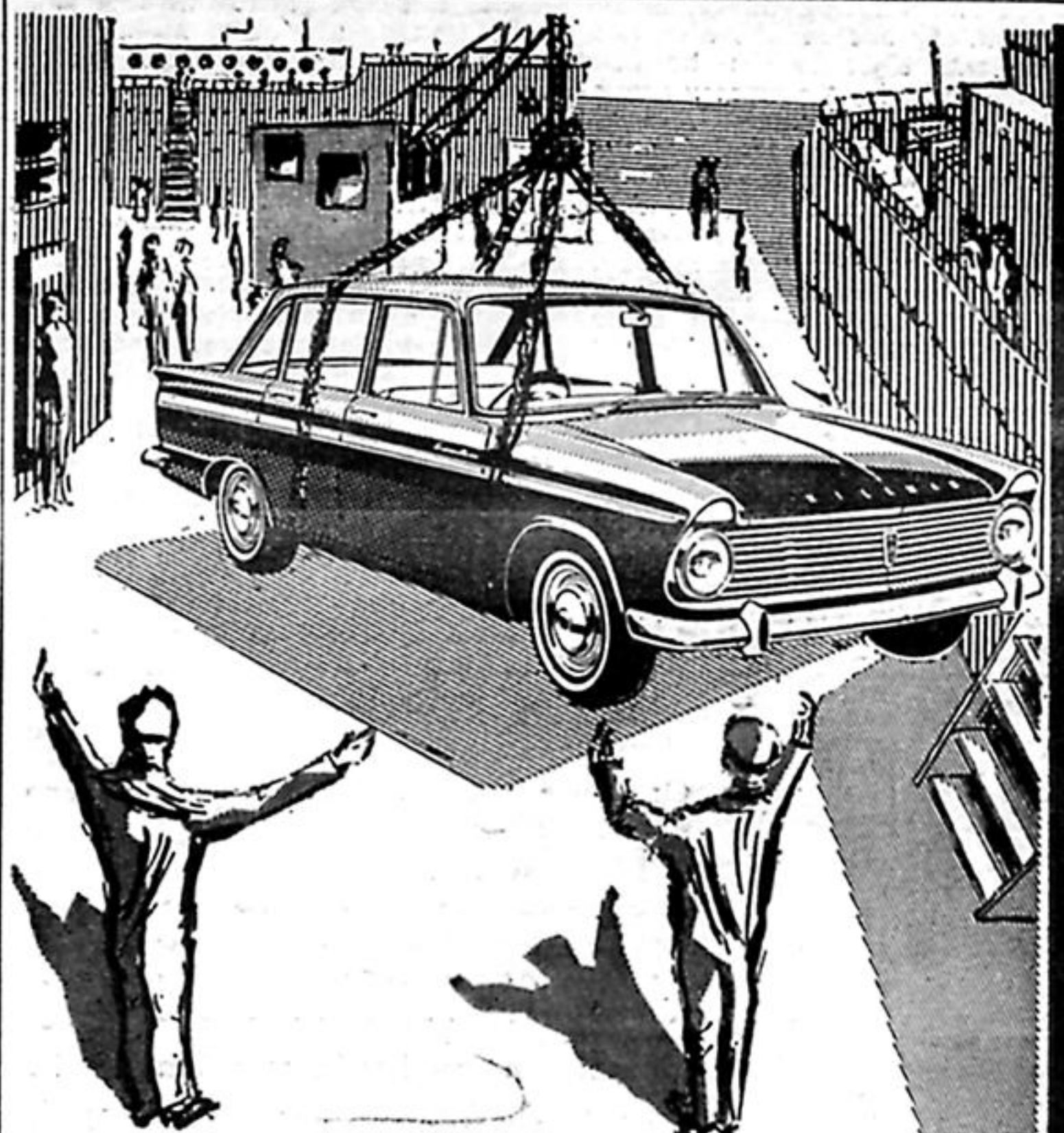
To Chief Electrician (Air)  
L/FX 873474 C. G. Jones, L/FX 854627 L. C. Hopkins.

To Acting Chief Radio Electrical Artificer (Air)  
L/FX 887825 W. J. Margetts.  
To Chief Wren  
113214 A. G. Brome (Category D.S.A.).

## SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle, Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A., Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Ajax, Devonshire, Lowestoft and Kent.



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## NEWS OF OTHER NAVIES BY DESMOND WETTERN

she can take over from any shore-based communication stations and direct a fleet at sea. But she also has a peace-time role on exercises in that she can provide the necessary communications facilities in areas where long-range radio conditions are bad.

## INDONESIA

When Indonesian guerilla troops landed in Malaya in October it was thought to be the first occasion in which their regular naval units have taken part in the "Crush Malaysia" campaign. At least one patrol craft escorted the landing craft across the straits.

Just how effective the Indonesian Navy is cannot be easily ascertained, but the shadowing of Victorious by four Indonesian ASW Gannets during her return passage from Australia in August was something of a surprise.

Seventeen of these aircraft were bought from Britain, the last being delivered in early 1962. According to one unofficial, but usually reliable, source in Switzerland about six months ago only two of these Gannets could

## CORRECTION

IN his article on the "Mate" system in last month's "Navy News" Capt. Waight wrote that he thought that Capt. I. A. P. Macintyre, C.B., C.B.E., D.S.O., R.N., was the first Lieutenant (Ex-Mate) to specialise and that he was appointed Lieutenant (N) of H.M.S. Despatch. Capt. Macintyre has informed "Navy News" that he was never a "Mate" and specialised only in submarines.

Capt. Waight and "Navy News" regret the error and any inconvenience caused to Capt. Macintyre.

## LARGEST NAVAL ENTRY FOR FIFTEEN YEARS

THE September entry of ratings into the Royal Navy was the highest since January, 1949. Figures issued show that 223 adults were recruited compared with 134 in September, 1963, and 1,032 juniors compared with 555 during the same month last year.

The Royal Marines adult entry—65 recruits against 37 during the same period last year—and enrolments in the Women's Royal Naval Service—122 compared with 90—were also good.

at Portsmouth from the South Atlantic and South America Station on December 17.

a wreath was laid on the way by uniformed members of the local Careers Office.

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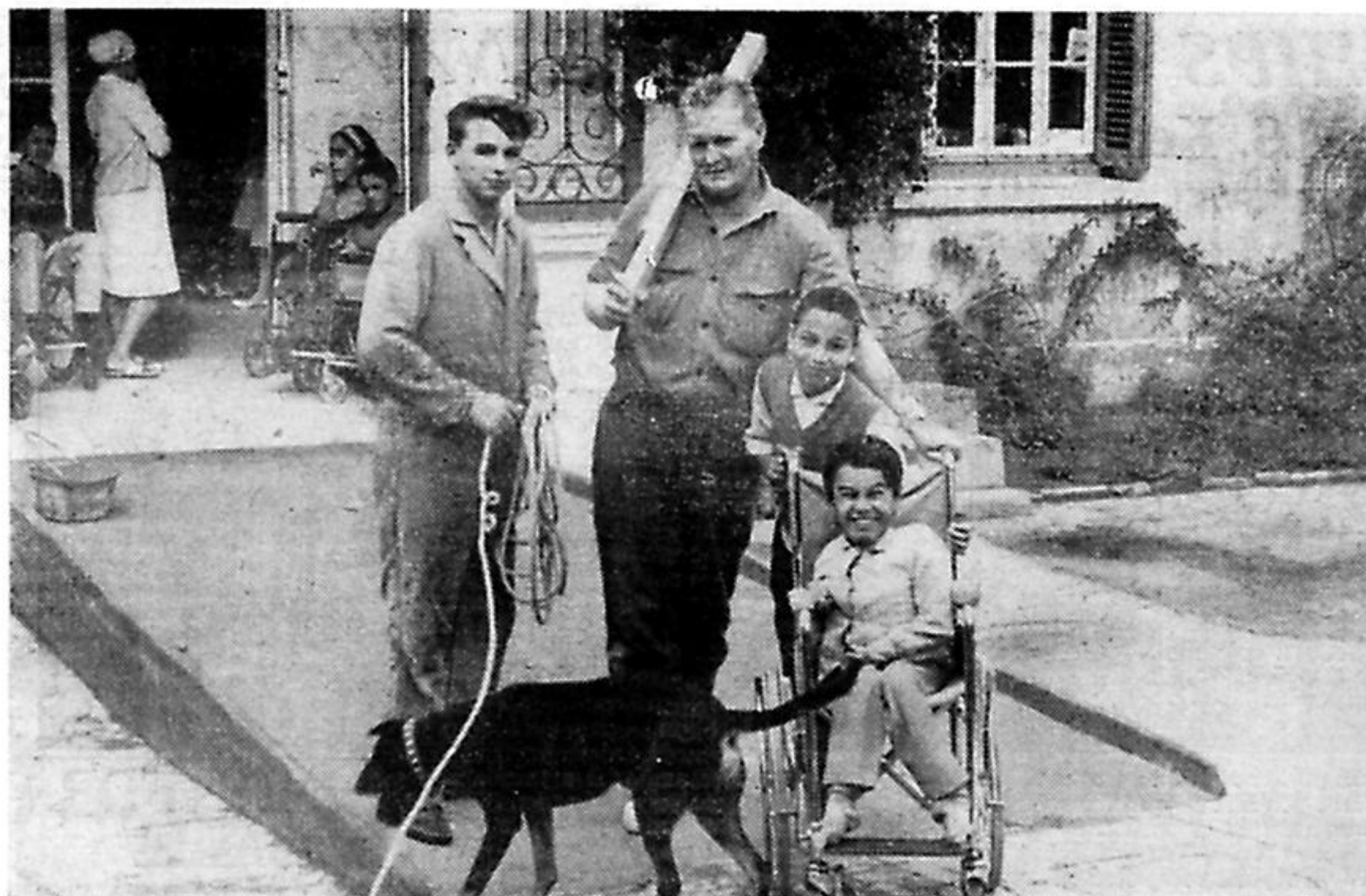
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The "House of Peace" at Tangier. A couple of helpers from H.M.S. Maidstone with some of the crippled children who live in this Cheshire Home

## CHESHIRE HOME AT TANGIER GETS A QUICK REFIT

### Maidstone men touched by happiness despite suffering

(BY NAVY NEWS CORRESPONDENT)

WHILE H.M.S. Maidstone was at Gibraltar arrangements were made for a working party to go to Tangier to carry out repair work at the Cheshire Home there. On a previous visit of the ship to Gibraltar a party had put in a tremendous amount of hard work in making the Home comfortable. This time the party worked at the Home for four days.

There was no lack of volunteers and eventually one officer's wife, two officers and eight ratings boarded H.M.S. Surprise for the journey across the Straits of Gibraltar.

On arrival and after completing our introductions with the mixed English and Moroccan female staff, a survey of the Home was made to assess the more important repair requirements.

No time was lost and immediately after a meal work began on faulty electrical points and plugs, walls and cupboards in need of new coats of paint and distemper, leaking pipes, badly fitting doors and windows and a badly leaking roof. As soon as one

job was completed there was another to be started. Re-wiring, plastering, cementing, fitting cupboards and shelves, making a television cabinet and repairing wheelchairs, etc.—all were given the skilled attention of the shipwrights, electricians and engineers in the party.

On first acquaintance the 32 children in the Home—spastics, polio cases, some with amputated limbs—presented a pathetic picture. It is impossible to describe the immediate impact on the mind of the sight of the little Moroccan boy, apparently aged three, but in fact about eight years old, unable to do more than

make unintelligible sounds, and incapable of brushing away the flies that settled on his face. And yet this impact was quickly dimmed by his ready smile in response to even the smallest attention.

There is no doubt that this was a happy place—there was much laughter and the party rarely heard a cry. They accepted their disabilities and the visitors quickly learned to do the same, for there was little room for pity there. Yet one was still touched by the sight of a little girl holding a nurse's hands, trying to do the "Twist" on weakened legs, and the children sitting on the floor and shuffling in single file into the classroom first thing in the morning.

#### HELPFUL (?) CHILDREN

The members of the party were soon on first name terms with most of them: they joined in their play, and the children, in return, took a keen (and practical) interest in the repair work. It is amazing how a small child can give himself a blue nose and

(Continued in column 4)



The Duchess of Gloucester talks with one of the ship's company of H.M.S. Walrus

## ROYAL VISITOR TO H.M.S. WALRUS

H.R.H. the Duchess of Gloucester paid an informal visit to H.M.S. Walrus (Lieut.-Cdr. G. R. Dalrymple, R.N.) at Faslane on November 9, and all in the submarine were greatly honoured by her visit, which will be long remembered.

Her Royal Highness launched Walrus at Scotts in September, 1959, and has subsequently taken a keen interest in the ship.

The Duchess was a very interested

visitor and asked many questions of members of the ship's company. Before departing Her Royal Highness presented a specially engraved silver coaster as a memento of the occasion.

## Texel Action

SIR—I read with interest Cdr. Woolf's account of the engagement off Texel on October 17, 1914—your October issue. Readers may be interested to know that the four German torpedo boats were numbers S.115, S.117, S.118 and S.119, of 413 tons (launched 1903) and armed with three 4-pdrs and three 18-inch torpedo tubes, a speed of 27 knots with a crew of 56.

One other point, in C.P.O. Symond's article in June last concerning the loss of three destroyers by mines on December 23, 1917, and the rescue of survivors by the Radiant, he mentions H.M.S. Retriever, a point disputed by Mr. Stanger in your July issue.

I can confirm from my records that—"the Germans laid an extensive minefield off the Dutch coast and four destroyers accompanying a convoy, the Surprise, Torrent, Tornado and Radiant, ran into it. One of these vessels struck a mine and a second went to help her, only to be blown up herself. A similar fate met the third ship as she was trying to rescue the crews of the other two. The Surprise, Torrent and Tornado had gone, only the Radiant was left."

Her captain, as remembered, was Cdr. Geoffrey F. S. Nash—Yours, etc., J. BIGLEY, Northampton.



## How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch? No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172\* a year when I retire from civilian work at 65.

\*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

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# New Flag Officer Subs escaped from Germans

**A**MONG recent appointments which have been released by the Ministry of Defence (Navy) are the following: Rear-Admiral I. L. M. McGeoch, D.S.O., D.S.C., to be Flag Officer Submarines in succession to Rear-Admiral H. R. Law, O.B.E., D.S.C., in May, 1965, and Rear-Admiral P. U. Bayly, D.S.C., who is to be Admiral President, R.N. College, Greenwich, in succession to Rear-Admiral McGeoch, the appointment to take effect in May next year.

Rear-Admiral McGeoch entered the Royal Navy as a Special Entry Cadet after attending the Nautical College, Pangbourne. A specialist in submarines, he commanded H.M.S. Splendid, which, in four consecutive patrols in the Mediterranean between November, 1942, and March, 1943, sank one

destroyer, seven supply ships and tankers and two auxiliary schooners. At the end of these patrols, which included a "special operation," he was awarded the D.S.O. and D.S.C.

After the Splendid was sunk in April, 1943, Rear-Admiral McGeoch was taken prisoner by the Germans, but managed to escape.

In 1957-58 he was Captain, Third Submarine Squadron, and served as Deputy Director and then as Director of the Under Surface Warfare Division at the Admiralty.

No stranger to Portsmouth, he was Commander, R.N. Barracks, Portsmouth, 1953-54.

Rear-Admiral Bayly, at present Flag Officer Sea Training, entered the R.N. College, Dartmouth, in 1928.

In 1943 he was awarded the D.S.C. while employed as Principal Beach Master in the Sicily landings and won his first bar to that decoration during the Salerno landings later in the same year. He served in H.M.S. Mauritius during the Normandy landings.

During the Korean war he commanded H.M. Ships Alacrity and Constance and was awarded a second bar to his D.S.C. and the U.S. Legion of Merit (Legionnaire). From 1961 to 1963 he was Chief of Staff to the Commander-in-Chief, Mediterranean.

Rear-Admiral M. G. Greig, C.B., D.S.C., is to be placed on the Retired List to date January 16, 1965. He entered R.N. College, Dartmouth, in 1927.

He was awarded the D.S.C. in 1944 as a lieutenant-commander in H.M.S. Orion for operations leading to the successful landings on the Italian mainland and at Salerno.

From 1956 to 1959 he commanded the guided missile trials ship H.M.S. Girdle Ness, and for the next two years was Director of Seaman and General Naval Training at the Admiralty. In 1962 he became Chief of Staff to the Chairman, British Defence Staffs, Washington, his present post.

The End of Term Parade and Prize-giving will take place in H.M.S. Figsard on December 14. Rear-Admiral A. J. Cawthra, Admiral Superintendent of H.M. Dockyard, Devonport, a former captain of H.M.S. Figsard, will take the salute at the parade.

## EIGHT AWARDS FROM NINE DISHES

**A** TEAM of naval cooks, led by Supply Lieut.-Cdr. (Ck) E. Whitby, R.N., from the R.N. Supply School, Chatham, entered nine dishes in the Gastronomic Exhibition at the Kursaal, Southend, in October, winning eight awards.

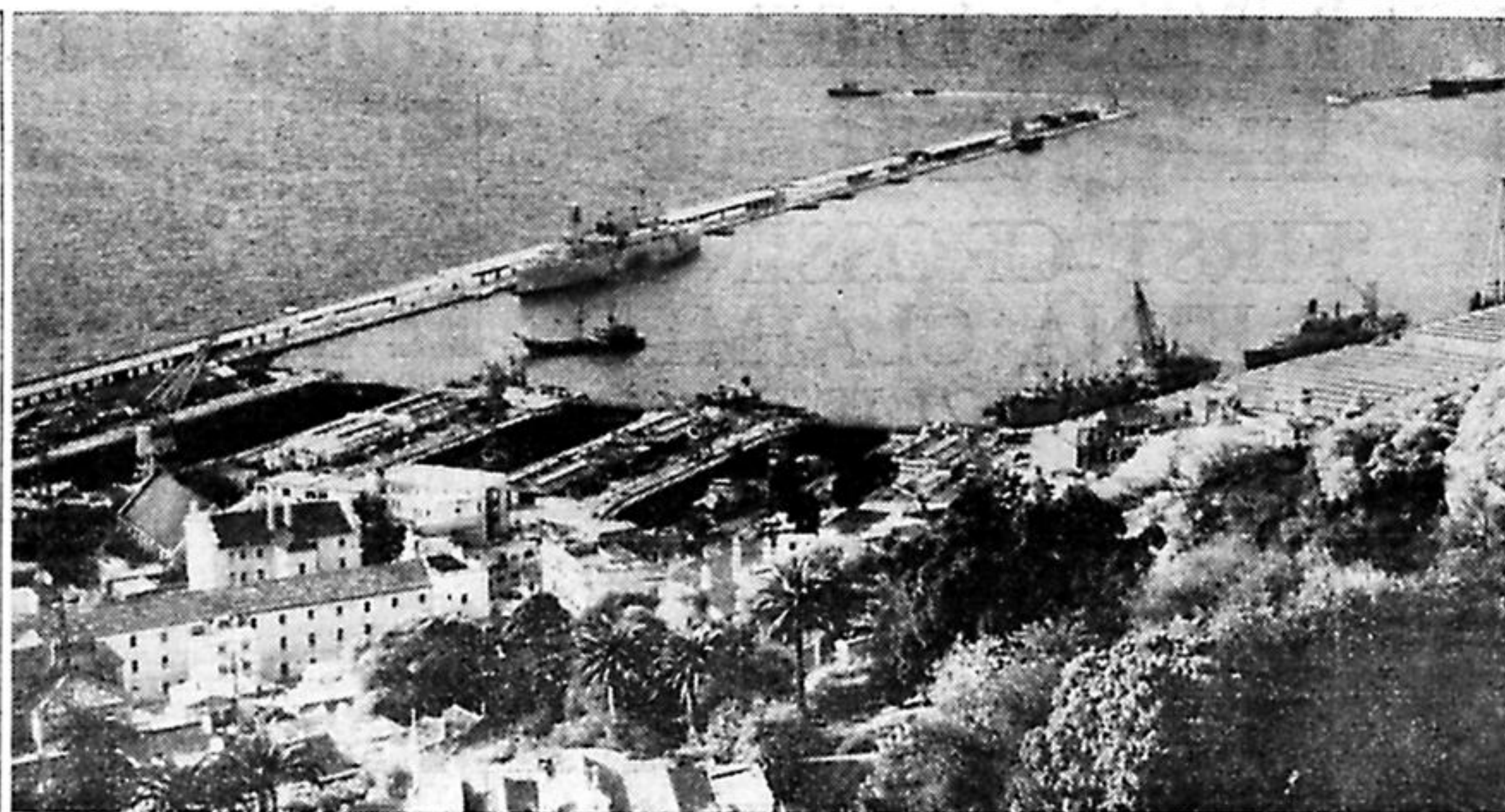
The winners, and their awards, were: C.P.O. Ck (O) Fielding—boar's head, silver medal; marzipan, silver medal. P.O. Ck (O) Brown—hors d'oeuvres, gold medal; cold sweets, gold medal. C.P.O. Ck (S) Brown—decorated gâteau, certificate of merit. C.P.O. Ck (S) Jones—cold meats, bronze medal. Sub-Lieut. B. Newton, R.N.—crustacean, gold medal; petit fours, silver medal.

## HOSTILITIES CONTINUE

**J**UDGING from the friendly letters received by the secretary of the Portland branch of the Royal Naval Association, the friendly bickering match between his branch and the Sevenoaks branch is much appreciated. The latest instalment from the Portland branch is below.

"Our vellers down yere be real upset, snow, over they Sevenoak chavvies, and when two of 'em got so wild that they upset their elderberry wine, they told I to warn they Kent vellers for the last time.

"It would be very 'andsome if you would let they know that we b'aint 'aving any more of their nonsense, or else we'em goin' to plough they in fer manure. Their secretary come up wi' an old story agin about bein' 'duty watch aboard' or summat on the day of the Annual Conference. Well, (Continued in column 3)



H.M.S. Maidstone at Gibraltar, November, 1964

## With Maidstone at Gib.

**A**S mentioned in "Navy News" for November, H.M.S. Maidstone sailed for Gibraltar on October 23, where she arrived on October 28 and where she was joined by the Third Submarine Squadron submarines H.M. Ships Ocelot, Olympus and Orpheus.

## PRIMATE GOES TO SEA WITH NAVY

**H**IS Grace The Archbishop of Canterbury visited the Plymouth Command at the end of October and was welcomed in ships and naval establishments. He was accompanied throughout his tour by Mrs. Ramsey, and his Archdeacon for the Royal Navy, the Ven. R. W. Richardson, Chaplain of the Fleet, Q.H.C., was in attendance with Mrs. Richardson.

On October 30 the Archbishop's party travelled in a Naval aircraft from London to Exeter Airport and thence to Plymouth, where he was received by the Commander-in-Chief, Admiral Sir Nigel Henderson, K.C.B., O.B.E., and Lady Henderson, with whom the Archbishop's party stayed overnight at Admiralty House. The first engagement was the annual All Saints' tide service in St. Nicholas Church, H.M.S. Drake, taken by the chaplain, the Rev. A. L. Wragg, O.B.E., Q.H.C., R.N., at which the Archbishop preached to a packed congregation, representing ships and establishments in the Plymouth Command. At a reception afterwards he met and conversed with naval personnel and their families.

## SEA TRIP TO DARTMOUTH

On Saturday morning the Archbishop visited H.M.S. Ark Royal (Capt. A. T. F. Griffin, R.N.) accompanied by the Commander-in-Chief. In the afternoon his party embarked in H.M.S. Wizard and took passage to Dartmouth. This was the first occasion on which the Archbishop had been to sea with the Royal Navy.

At Britannia Royal Naval College, after a reception on Saturday evening arranged by the chaplain, the Rev. J. F. Oates, R.N., the Archbishop stayed overnight with Capt. J. E. L. Martin, D.S.C., R.N., and Mrs. Martin, and on Sunday morning preached in the College Chapel, after which he met a large number of cadets under training. The Archbishop and Mrs. Ramsey returned by air on Sunday afternoon.

This visit emphasised the very close connection that the Archbishop has with the Royal Navy in his capacity as the Ordinary of all Naval Chaplains, to whom they are directly responsible through the Chaplain of the Fleet, thus making him, in effect, the Diocesan Bishop of the Anglican Church in the Royal Navy.

(Continued from column 1)

that be a good old defaulters yarn fer a start, and as old as the rocks on this yere island. The truth was that 'e were afraid to meet we outside 'is own village, so 'e went to earth like, till it were all over.

"I could tell the vellers of the times we 'ave 'ad to send 'em some 'pusser's hard,' 'bluebell,' and all sorts of cleaning gear, fer they to keep their mess-deck a bit clean, and what do we get for it? Only a lot of old sauce. We reckons we could still plant a few taties under their lockers where they don't 'ave a good scrub-out from one Michaelmas to the next. We've got one final word fer they—you watch it, mate."

H.M.S. Ark Royal arrives at Portsmouth on December 4 for a week-end visit.

of the Rock. Parties were taken through the caves not normally open to the public.

## 100-MILE WALK "RAINED OFF"

The Pentathlon competition was continued. The running and swimming races were soon completed and the competitors started on the final section—a walk of almost 100 miles from the Spanish frontier to Jerez. In this section the party was dogged by ill-luck, for the weather quickly turned against them and they were forced to return, soaked to the skin and equipment wet through, with less than half the walk completed.

The best team in the Pentathlon was the Supply and Secretariat, with 331 points, followed by the Electrical department with 313 points and the Shipwrights with 271. The best individual was L.S.A. Flaherty with 126 points. P.O. Mellroy was second with 114 points and third was Lieut.-Cdr. Mason with 95 points.

Britain's nuclear-powered submarine, H.M.S. Dreadnought (Cdr. J. Fieldhouse, R.N.) called in at Gibraltar during the period of Maidstone's visit.

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# H.M.S. Lion at Malta for Independence

## 'FIRST CROSSING' OF ETNA CLAIMED BY CYCLISTS

H.M.S. Lion, flying the flag of Rear-Admiral J. O. C. Hayes, C.B., O.B.E., Flag Officer Flotillas Home Fleet, and commanded by Capt. E. F. Hamilton-Meikle, M.B.E., R.N., arrived back in Portsmouth on November 6 after a varied and interesting two months during which she attended the Queen's opening of the Forth road bridge and the Independence celebrations in Malta and visited Marseilles.

Lion arrived out in Malta as the Independence celebrations started and at once had to prepare for her own part in them. The naval display went off perfectly on the day. Lion crash-darkened ship and in the darkness manned ship and put on a very effective display with ratings stretched along the whole of the port side of the ship revolving flares in unison. The climax of the Navy's part in the proceedings was signalled by an excellent firework display from St. Angelo which was every bit as good as the local fireworks which blazoned from Valetta over Grand Harbour until the early hours of the morning.

Once the Independence celebrations were over the ship moved to Parlitorio Wharf for a repairs and maintenance period and the problem became one of keeping the ship's company active.

Sport at once came into its own and after a few practice games to select teams the ship was prepared to challenge all and sundry at anything. Opponents were easy to find because several foreign ships visited the island while the ship was in, notably the Italian destroyer San Marco, the Dutch cruiser De Ruyter and the Indian cruiser Mysore. Perhaps the best achievement was to beat the Indians (whose compatriots were to win the Olympic Gold Medal) 2-1 at hockey, despite the fact that Lion's goalkeeper had to leave the field half-way through the match to fly back to the United Kingdom.

Incidentally this particular case really underlined the value of the Family Welfare system. The petty officer involved was playing hockey at 1515 hrs. when a family crisis was reported and the Welfare Organisation went into action. At 2020 hrs. he was back in the United Kingdom.

The ship's soccer team also had considerable success, beating the Italians and drawing with the Dutch, but perhaps their best effort was in only losing 2-1 to the full might of Floriana, a professional club.

### MOUNT ETNA CLIMBED

On the ship's first arrival in Malta the weather was still excellent and the opportunity was taken to borrow St. Angelo's M.F.V. and give the whole ship's company the chance to get out on a banyan. These banyans proved very popular and it was decided to branch farther afield and organise an expedition to Sicily with the object of climbing Mount Etna. The party of three officers and 19 ratings under the command of Lieut.-Cdr. H. A. Ramsay, after an uneventful crossing to Catania, immediately established happy relations with the local peasants who proved surprisingly conversant with world affairs. One shepherd, who couldn't speak a word of English, managed by means of much hand waving to inform them of the result of the General Election, Khrushchev's resignation, and China's nuclear experiments!

Each morning the boat's chef, Chief M.(E.) Hancox, rode down to the local market and returned with his bicycle laden with eggs, fruit and vegetables. On one day four M.(E.)s cycled 30 miles up the coast road to Taormina where they met another group who had gone by train. The railway tickets were exchanged for the bicycles and after a bowl of spaghetti and a look round the town the cyclists of the outward journey returned in comfort on the train while the others pedalled home.

On the last day a bus carried 19 climbers and the bicycle (which was becoming invaluable) to Sapienza (7,600 feet) the highest point on the road, from where they climbed up, over 3,000 feet to the summit of Mount Etna. The bicycle was dismantled and shared between E.R.A. Collyer, who carried the frame and Shipwright Stokes, who took the wheels and saddle. After a four-hour climb over the lava and rock, the bicycle was re-assembled at the crater rim despite an icy 50-knot wind. It was then ridden, tandem style, down the lava slopes to Sapienza. Hannibal may have been the first across the alps on an elephant, but Lion claims the "first" for crossing a volcano on a bicycle!

### BUSINESS-CUM-PLEASURE

While the ship lay at Parlitorio the opportunity was also taken to send three parties, comprising almost a third of the Ship's Company, to the Army Training Camp at Ghajn Tuffieha, under the command of Lieut.-Cdr. P. E. E. Pain, the Gunnery Officer. The sun shone solidly for three weeks and everyone enjoyed themselves to the full. On the business side, all three parties completed the Annual Rifle Course (except the detachment who did advanced S.L.R. practices and field firings with mortars, grenades and frightening anti-tank devices) and went over the assault course. The I.S. platoons were given lectures and taken to I.S. drills.

Everyone enjoyed themselves; the Royal Marine sergeant, who ran the administration of the camp, learnt that sailors aren't quite the same as Marines; the Chief Baker, who was the camp chief cook throughout, gave an exemplary display of how to satisfy the demands of many inner men without actually cooking himself; the Staff P.T.I., who was kept pretty busy, discovered that even he, with his experience, could get a nasty rope burn; the range G.I., even now, goes to sleep chanting, "To your post, under your number, a 4-foot target..." All in all it was a most worth-while project.



"Concentration . . . and a good position, too"

## FIRST DIRECTOR OF GHANA NAVY SUPPLY DIVISION

At a ceremony at Ghana Navy Headquarters on September 14, Cdr. Thomas H. Foden, R.N., resigned from the Royal Navy to become the first Director of the Supply and Secretariat Division of the Ghana Navy.

Cdr. Foden will be remembered by many as the Supply Officer of H.M.S. Hornet and Supply Division Drafting Officer at Commodore, Naval Drafting, Haslemere, when he resided at Upperfield, Midhurst.

The new Director stated that he was extremely proud to be selected for this appointment in a young Commonwealth Navy, after 24 years' experience in the Royal Navy. He has already spent two years in the Ghana Navy under the British Joint Service Training Team arrangements. He stated that Ghana was a fast-developing country with a most efficient Navy and, talking about the country and its people, he said it contained some of the most charming, intelligent and humorous people he had met.

Colonel J. L. Carter, R.M., has been appointed a Royal Marine Aide-de-Camp to the Queen from November 9 in succession to Colonel P. W. C. Helling, D.S.C., M.C., R.M.

Surg. Capt. (D) W. G. Finnie, L.D.S., R.N., has been appointed an Honorary Dental Surgeon to the Queen from November 20 in succession to Surg. Rear-Admiral P. S. Turner, C.B., L.D.S.

H.M.S. Ursa recommissions at Devonport on December 18.



Cdr. T. H. Foden being congratulated by Commodore D. A. Hansen, A.D.C., Commodore of the Ghana Navy at the "Signing-On" ceremony



Men from H.M.S. Lion at Ghajn Tuffieha during the period the ship was in dock in Malta



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## Next C-in-C Plymouth

The Queen has approved the appointment of Vice-Admiral Sir Fitzroy Talbot, K.B.E., C.B., D.S.O. and Bar, as Commander-in-Chief, Plymouth, in succession to Admiral Sir Nigel Henderson, K.C.B., O.B.E., the appointment to take effect in May, 1965. This appointment carries with it the N.A.T.O. appointments of Commander, Central Sub-Area, Eastern Atlantic, and Commander Plymouth Sub-Area, Channel Command.

Most of Admiral Sir Fitzroy Talbot's service career has been spent in destroyers and smaller ships, and his ships include H.M.S. Siretoko, which was sunk off Molde during the final evacuation of Norway. He was then in command of the 10th A.S. Striking Force (Armed Trawlers) and for his services he was awarded the D.S.O. Subsequently he was in command of the 3rd Motor Gunboat Flotilla and in the latter half of 1942 went to the Edinburgh, which was sunk off Northern Norway.

Admiral Talbot was awarded a bar to his D.S.O. when in command of the destroyer Whitshed, when the Destroyer Striking Force, of which he was senior officer, carried out a successful attack on an enemy raider. In 1943 he took command of H.M.S. Teazer, a destroyer in the Mediterranean, and

took part in the Italian, Eastern Mediterranean and South of France landings.

### SERVICE IN PACIFIC

Promoted to Commander on December 31, 1944, the Admiral served on the staff of the Commodore, Western Isles, then, after the war, at R.N. Air Station, St. Merryn, then on the staff of the C-in-C, British Pacific Fleet, then in command of the Far East Despatch Vessel, H.M.S. Alert, and finally as Commander of the R.N. Barracks, Chatham, where he was promoted to Captain in December, 1950.

As Captain, he served as Naval Attaché, Moscow, and Helsinki, and as Captain (D.), 3rd Destroyer Squadron, in the Mediterranean and Home Fleets. In October, 1957, he went as Commodore, R.N. Barracks, Portsmouth, for two years and was promoted to Rear-Admiral in January, 1960.

In August, 1960, he became the first Flag Officer, Arabian Seas and Persian Gulf, a title which was subsequently changed to that of Flag Officer, Middle East. He was promoted to Vice-Admiral in August, 1962, and became Commander-in-Chief, South Atlantic and South America in February, 1963.

### H.M.S. STURGEON

SIR—I am very anxious to contact any of the crew of H.M.S. Sturgeon who served in the ship at Harwich 1916-19.—Yours, etc., L. N. BEDFORD (K.6380—Stoker), "Terschelling," Goring Road, Staines.

H.M.S. Eagle sailed from Plymouth for the Far East on December 1.

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## DRAFTING FORECAST (cont'd.)

(Continued from page 2, column 5)

H.M.S. Lincoln (A/D. Frigate), July 13, at Singapore. Foreign Service (East of Suez). (Phased.) 24th Escort Squadron. (A).

H.M.S. Arethusa (A/S. Frigate), July 14, at Cowes. Home Sea Service. Foreign Service (East of Suez). January, 1966. Divisional Leader. 24th Escort Squadron. August, 1965. (A). No. 829 Squadron (Arethusa Flight), July, at R.N. Air Station, Culdrose. Foreign Service (East of Suez). Wasp.

H.M.S. Maryton (C.M.S.), July. Steam to Aden where Kemerton's crew transfer. Foreign Service (Middle East). (E).

H.M.S. Kemerton (C.M.S.), July. Steam to U.K. with steaming crew from Aden.

H.M.S. Murray (A/S. Frigate), July. 2nd Frigate Squadron. (C).

H.M.S. Ajax (A/S. Frigate), July, at Singapore. Foreign Service (East of Suez). (Phased.) Capt. (D), 24th Escort Squadron. (C).

H.M.S. Leander (A/S. Frigate), August 12, at Chatham. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. 21st Escort Squadron. Divisional Leader. U.K. Base Port, Portsmouth.

H.M.S. Dampier (Surveying Ship), end August, at Singapore. Foreign Service. S.W. Pacific. (C).

H.M.S. Corunna (A/D. Conversion), August, at Rosyth. L.R.P. complement.

H.M.S. Kent (G.M. Destroyer), September, at Chatham. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. U.K. Base Port, Chatham.

H.M.S. Cleopatra (A/S. Frigate), September, at Devonport for trials. Commissions, December, 1965. Home Sea Service. Foreign Service (East of Suez). June 1966. Divisional Leader. 26th Escort Group.

H.M.S. Bassington (M/H. Conversion), September 9, at Chatham. Local Foreign Service (Far East). 6th M./S. Squadron. (E).

H.M.S. Zulu (G.P. Frigate), September, at Rosyth. General Service Commission. (Phased.) Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth. (B).

H.M.S. Duncan (A/S. Frigate), September, at Rosyth. L.R.P. complement.

H.M.S. Vidal (Surveying Ship), September, at Chatham. General Service Commission. North Atlantic. U.K. Base Port, Chatham.

H.M.S. Undaunted (A/S. Frigate), September 30, at Chatham for trials. Commission, December 2. U.K. Base Port, Devonport.

H.M.S. Bulwark (Commando Ship), September, at Devonport. Foreign Service (Far East) from date of sailing. Method of recommissioning under consideration. U.K. Base Port, Devonport.

H.M.S. Llandaff (A/D Frigate), October 22, at Devonport for trials. Commissions December, 1965, for Home Sea Service. 26th Escort Squadron. Foreign Service (East of Suez) from May 1966. (A).

H.M.S. Ashanti (G.P. Frigate), October, at Devonport. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Devonport. (B).

H.M.S. Appleton (C.M.S.), October at Bahrain. Foreign Service (Middle East). 9th M./S. Squadron.

H.M.S. Phoebe (A/S Frigate) October, at Glasgow. General Service Commission. Home/East of Suez/Home/East of Suez. Capt. (D). 30th Escort Squadron. U.K. Base Port, Chatham (under consideration).

H.M.S. London (G.M. Destroyer), November, at Portsmouth. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Parapet (L.C.T.), November, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron. (F).

H.M.S. Sirius (A/S. Frigate), end of November, at Portsmouth for trials. Commissions, April, 1966, for Home Sea Service. 24th Escort Squadron. October—Foreign Service (East of Suez).

H.M.S. Forth (S/M. Depot Ship), end of November, at Chatham. Commission for Home Sea Service. Capt. 3rd S.M. Squadron. U.K. Base Port, Rosyth.

H.M.S. Penelope (A/S. Frigate), November. 2nd Frigate Squadron. (A).

H.M.S. Cavalier (Destroyer), end of November, at Gibraltar for trials. To reserve on completion of refit.

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## ARABIAN SEA EXERCISES

DURING the period November 2 to 5, H.M.S. Mohawk carried out a series of exercises with H.M. Submarine Ambush and U.S.S. Beatty in the Arabian Sea. Transfers of personnel between the three ships took place daily and the above photograph was taken at the end of a day when personnel were returning to their own ships. Mohawk's Wasp helicopter, which took part in the A/S exercises, is shown being secured for the night after a long day's flying. U.S.S. Beatty is a destroyer of 3,300 tons (full load) and is on detached duty in the Middle East from the U.S. Mediterranean 6th Fleet. H.M.S. Mohawk, the "Tribal" class general-purpose frigate (2,700 tons full load), is the leader of the 9th Frigate Squadron and has just completed six months of her year's foreign leg in the Middle East. H.M.S. Ambush is a unit of the 7th Submarine Squadron based on Singapore. The three ships arrived at Karachi on November 6, where they were joined by other units of the four navies taking part in the CENTO Exercise "Midlink VII."



Surg. Lieut. N. Stimson, R.N., and his bride leaving the church in H.M.S. Terror after their wedding

## Married the girl next door

ONE man who really has married the girl next door and has made the classic story of childhood romance come true is Surg. Lieut. Noel Stimson, R.N., a Royal Naval Dental Officer, son of Mr. and Mrs. C. Stimson, of Cheadle.

He has just married Miss Mally Oakes, only daughter of Mr. and Mrs. R. Oakes, of Guildford. The two first met when Miss Oakes was five years old and lived next door. She became Lieut. Stimson's lost love when she spurned him in favour of his younger brother, and moved to Surrey when she was 10. But true love eventually won, it seems, because they met again when Lieut. Stimson went into private dental practice in Haslemere and met Miss Oakes in Guildford 10 years ago. The wedding took place in the Roman Catholic Church of St. James in H.M.S. Terror, the Royal Naval Base in Singapore. The honeymoon was spent at Penang.

Surg. Lieut. Stimson has been in the Royal Navy since September 1963 and is at present the dental officer of H.M.S. Mull of Kintyre. He will be joining H.M.S. Bulwark this month. He sails for the Royal Naval Sailing Association and fenced for High College, Newcastle, when he was a dental student. His hobbies are amateur dramatics and motor sport.

H.M.S. Puma commissions at Portsmouth on December 11.

The anniversary of the sinking of H.M. Submarine K.13 takes place on January 29 and Mr. Sidney Glazebrook, a survivor, will attend a ceremony at the Gareloch on that day. Also attending will be members of the British Section of the International Submarine Association.

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H.M.S. Centaur arrives at Portsmouth from the Far East Station on December 18.



# H.M.S. Centaur had three busy months

## MUCH FLYING BUT HONG KONG TRIP WELL WORTH WHILE

WHEN batches of Indonesians landed on the coast of Johore State on August 17, H.M.S. Centaur, (Capt. O. H. M. St. J. Steiner, R.N.), wearing the flag of the Flag Officer Second-in-Command, Far East Fleet, Rear-Admiral P. J. Hill-Norton, C.B., had just arrived in Singapore for a maintenance period after "Fotex 64," and the usual sporting activities were flourishing and cheerful parties had left the ship for station leave with the Army at Malacca or at Fraser's Hill leave centre.

The anti-Malaysian activity had no immediate influence on Centaur except to cause the cancellation of a camping expedition and the stepping-up of anti-sabotage precautions.

The ship sailed from Singapore on September 1 for exercises followed by passage to Hong Kong and an eagerly awaited visit to Japan. The latter visit was not timed to coincide with the Olympic Games, but in spite of this

and reports of the high cost of living (beer at £1 per bottle), at last those on board thought they were going to have a visit that would be different. However, it was not to be, and H.M.S. Centaur joined the growing list of carriers who just haven't made Japan.

### CENTAUR 'ON THE JOB'

During the week, Indonesian parachute troops landed about 120 miles

north of Singapore, and brought all the defences to a higher state of readiness. It was not clear whether this would be the forerunner of further incursions—what was quite clear was that H.M.S. Centaur was needed, and as usual, Centaur was on the spot and ready to go. Flying went on at an increased pace, with Gannets of 849 "B" Flight on patrol and Vixens of 892 Squadron at instant readiness.

After another week of intensive patrolling and flying, the ship returned to Pulau Tioman for the week-end. There are no half-way views about this tropical island—you either like sandy beaches, palm trees and superb swimming and you love it, or miss the bright lights and night life and hate it. On Sunday afternoon the banyan trade was in full swing when the general recall was sounded, and everyone swarmed back to the ship ready to repel the long-expected invasion. The cause, however, was the need to return to Singapore Naval Base for repair of an urgent boiler defect. By Thursday

then came an uneventful passage to the Singapore exercise areas.

The immediate future sees the shift of the Flag Officer Second-in-Command's flag to H.M.S. Kent, and the thoughts of those on board are starting to turn to the final maintenance period and the passage home.

### SPORT AT HONG KONG

The amount and diversity of sport in Hong Kong came up to the usual H.M.S. Centaur standard ranging from Navy rugby and water-polo games to social hockey with the W.R.A.C., and shooting it out with the local police: it says much for the forces of the law that Centaur was beaten in the latter competition, a reversal of the usual result for the rifle and pistol shooting teams.

ever to sail out of the English Channel, had some notable successes, but the most interesting was the game against the Army, a side which, it was reputed, had not lost for two seasons. At the end of the third quarter Centaur were trailing 4-5, so the team played more "vigorously"—a few teeth and tempers were lost—but the ship won 8-5.

H.M.S. Centaur contributed about half of the Royal Navy 1st and 2nd XV's for the many rugby games, no mean feat when two Australian ships were present. Every other day there was a first, second or departmental team out, so it is a good job there was a keen rugby secretary, Surg.-Lieut. Davies, to deal with the inevitable injuries.

A healthy sporting liaison was established with King George V School at Kowloon, with the midshipmen playing the girls at hockey, and the "Under-19's" playing the boys at soccer. The boys seldom got a chance to play rugby, but, borrowing a



"Readiness" involves an uncomfortable wait in the tropical sun beating down from overhead. Here a Sea Vixen crew protect themselves with bamboo and oiled paper umbrellas—bought locally for about 2s. They are popular protection against downpours and umbrellas no one minds losing. The aircraft of 892 Squadron is armed with Firestreak guided missiles and two-inch rocket projectiles. The large objects on the folded sections of the wings are drop tanks. The Palouste starter is connected to the engine bay, and this aircraft could be taxiing up to the catapult in less than a minute, and could be flying at 40,000 feet in a very short time after the word "Go."



A milestone in the history of the present commission of H.M.S. Centaur was passed with the 2,000th arrested landing and the 2,000th launch. The Sea Vixen crew who achieved both, Lieut. M. Todd, R.N. and Lieut. K. Crumplin, R.N., celebrate the occasion in a fitting manner with Capt. O. H. M. St. J. Steiner, R.N.

The electrical department was the winner of the six-a-side soccer knock-out competition, with the seaman department taking the plate, 892 Squadron won the seven-a-side hockey competition.

One of the Saturdays was the "Double Tenth" (October 10), a day celebrated as a holiday by the Nationalist Chinese, on which no leave is given because of possible disturbances. On that day a compendium of games was held inside H.M.S. Tamar between H.M.S. Centaur, H.M.S. Berwick, H.M.S. Dido, H.M.S. Alliance, H.M.A.S. Vampire and H.M.A.S. Vendetta, in which seven different sports were played. The evening was enlivened by a boxing match held on the flight deck between H.M.S. Centaur and H.M.S. Dido, and the Australians Vampire and Vendetta, in which the "Roos" won 8-6.

The water-polo team, which is probably the strongest carrier side

ground, strip, and referee from the ship, beat a plucky Communications team 11-8. Many of the boys and girls were invited aboard to look around the ship, and such an impression was made on the headmaster's four sons that they shouted for Centaur and not the school in the games they saw.

### GOOD W.R.A.C. SIDE

So many departments or messes played the W.R.A.C. at hockey that they are becoming worthy opponents for a small ship's side. The seamen thrashed the girls once or twice (shame), but the ladies won the social events later (hooray). A fair amount of squash and tennis was played; the Sports Officer, who considers himself a bit of an expert at squash, was beaten 2-1 in a Sunday morning game by a lady he met at a party the night before, and went "speechless" for 24 hours.



"All work and no play makes Jack a dull boy." On a day of restricted leave in Hong Kong a troupe of Chinese acrobats and dancers provided amusement in the hangar. Here one of the more popular turns has an enthusiastic reception from the audience

# H.M.S. VICTORY CALENDAR 1965

Art Calendar of 12 leaves and cover printed in two colours, size 10½ in. by 10 in. wide. Containing beautifully drawn black and white illustrations of parts of Nelson's Flagship.

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The Poet Laureate has written a special poem for this Calendar which is neatly printed on the cover.

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the defect had been made good and the ship was back on the ball.

### TRAGIC ACCIDENT

The following day started with a tragic accident to a Wessex, in which the two pilots and the observer were killed. The aircrewman was fortunate to escape with minor injuries. The funeral of the pilots, whose bodies were recovered by the S.A.R. Whirlwind, took place later in the day—a solemn and moving occasion, and a reminder of the price of keeping tryanny at bay.

On Saturday, September 19, H.M.S. Victorious and her escort group had passed through the Lombok Straits on the way back from a visit to Fremantle. To be on hand in case of Indonesian interference in the Karimata Straits, Centaur and her escort group steamed south of the Equator and back to the Singapore area ahead of the Victorious group. Handing over the torch to H.M.S. Victorious, Centaur left the area the following day, with heartfelt feelings of relief that the Christmas shopping was not after all ruined. Typhoon Tilda, which lay between the ship and Hong Kong, obligingly moved away, and on September 25 Centaur berthed alongside at Hong Kong.

During the stay two typhoons threatened the colony, stimulating the rapid expenditure of dollars in case the ship had to put to sea. Well over £80,000 was spent, although what proportion went to the shopkeepers and what to the bars is not recorded. There was some respite on the anniversary of the Chinese revolution, and on Nationalist China Day, on both of which leave was restricted to the China Fleet Club. Finally typhoon Dot approached, and Centaur was moved from the wall to a buoy. On October 12, the ship sailed into a Force 8 blow with heavy rain, and headed south-west while Dot made straight for Hong Kong.

The aircraft had to be left behind and, accompanied by H.M.S. Dido and R.F.A. Tidesurge, Centaur kept out of the way of the centre of the typhoon, which passed a few miles east of Hong Kong. By Wednesday the seas had gone down and before heading south for the Philippines the ship closed Hong Kong to recover the Vixens and Gannets. Flying in the Subic exercise areas followed and



# H.M.S. ROYAL ARTHUR



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### Vital link in chain

FOR many years it has been fully appreciated how important a role is played in the chain of command by Chief Petty Officers and Petty Officers. This was exemplified when Their Lordships established the Petty Officers' School at Kingsmoor Camp, Corsham, on January 2, 1947. It was initially a separate entity within the New Entry Training Establishment. When the latter was transferred to H.M.S. Raleigh the Petty Officers' School, alone, became Royal Arthur. One overriding factor must have played a great part in the decision to continue with Senior Rates' Leadership courses; with a more and more technically minded Fleet it was understandable that Petty Officers were becoming more concerned with machines than with men and by the very nature of their jobs had little opportunity to exercise Management. The dignity and prestige of the rate were in danger of being prejudiced. It became the task of the School to see that this would not be so.

There must be some ex-Service men who will remember the very first Petty Officers' courses. The first—in Portsmouth in 1919, and then in the other Home Ports. These were short fortnightly courses and consisted of 90 per cent. parade-ground work. After the Invergordon Mutiny these courses were lengthened to three weeks and lasted until the outbreak of the 1939 war.

#### NINE HUNDRED COURSES

So important is the role of the Senior Rate in this chain of command that, despite other commitments, the Admiralty restarted courses in 1943 at Excalibur. These courses were later transferred to Raleigh before being put on the present footing. Since the first course at Royal Arthur nine hundred courses with a content of 23,000 Petty Officers have passed through the School.

Inside this supplement you will find some details of the aims and substance of the basic course. The establishment itself is essentially a camp, comprising a Central Block and some 30 accommodation, office and classroom blocks. The site covers 28 acres: no Petty Officer who has done outdoor Physical Education will decry



The famous cliff and chasm, 894 course in action

this figure. Originally the establishment was built to house the workers from an underground aircraft factory, but was used by the Army instead as a demobilisation centre prior to being taken over by the Royal Navy.

The establishment is well endowed with many luxuries, an open-air swimming pool and a squash court built for Royal Arthur through the good offices of the Nuffield Foundation, a modern galley and a quite splendid dining hall, excellent playing fields and all the necessary fixtures and fittings to make the School more of a seat of learning than a Naval Establishment. The library is almost unique in that its reference section must be the most comprehensive outside Greenwich.

With the ever-increasing importance of management education Royal Arthur's role in the modern Navy continues to grow in stature year by year.

#### ALL AT SEA

LAST year, on the Glorious First of June, H.M.S. Royal Arthur was opened to the public. While the object was to raise money for Service charities it also afforded the public the unique opportunity to see the land-locked Navy "At Home."

The enthusiasm of the petty officers on course and the ship's company was well repaid—the weather was ideal and the public came in their hundreds.

It is hoped that it may be possible to have another "Open Day" in the summer of 1965.

## Good start to Leading Rates' courses

NOW ON WORLD-WIDE BASIS

"RATED Acting Leading Seaman to date 4th January 1965." The words echoed in his ears as the Master-at-Arms repeated them. "Salute. Right turn. Quick march." Acting Leading Seaman Davis marched off the quarterdeck in a daze. A "Hook" at last; the first rung of the promotion ladder; he had joined the management; he must now pass for Petty Officer and then he might qualify for Special Duties Officer. There was no knowing the heights he might reach.

That evening however, when the celebration drinks with his "oppos" was over and he was having a quiet drink in the corner of the pub, he was not so sure. Here he was, acting Leading Seaman (R.P.2). The R.P. side was no worry; he had done a course at Dryad and had been carrying out R.P. duties in the Ops room ever since. Nor was it the seamanship aspect of his Leading Rate's duties that concerned him; he had been taught and examined on cable work, seaboard coxswain's ability, etc., and not been faulted. But no one had ever told him of the general duties of a

Leading Rate—or the specific duties of a Leading Hand of the mess. Of course he had watched other "Killicks" do the job but he had to admit that half of them appeared most unsure of themselves.

The Captain had said something about keeping order in his vicinity 24 hours a day. That was a pretty tall order. How was he to turn round on his friends and enforce law and order when only yesterday he had been watching the little irregularities going on? "Old Stripy" had made it pretty clear that he anyway was not going to be pushed around by "an upstart young sprog with a hook on his arm." What would he do if "Stripy" did not obey his orders? Warn him? Once or twice? Should he run him in? Anyway, how did you run a man in? The only time he had been run in he had been too scared to notice what went on. Ask the Regulating Staff? Not likely, not when he had spent the greater part of his service career trying to keep out of their way.

No wonder the Captain had said that being a Leading Rate was the hardest job in the Navy.

#### ARE YOU WORRIED?

Are you like acting Leading Seaman Davis? Instead of worrying about his

duties he should have been putting in a request to do a Leading Rate's Leadership Course. These courses only take a fortnight and can be fitted in when your ship comes alongside for a spell. They take place at Portsmouth (H.M.S. Excellent), Devonport (H.M.S. Raleigh), Rosyth (H.M.S. Safeguard) and are about to start up at Singapore (H.M.S. Terror). These courses are designed for men like Davis, whether acting or confirmed. The courses are small, only 16 men, and the Staff, a Lieutenant and three Senior Rates, devote all their time to teaching you all you need to know. There is no need to be hesitant about displaying ignorance, the Staff is there to help you. Those questions worrying Davis will soon be clarified and many more aspects of his job will be explained. You will be given plenty of practice in taking charge in drill, Physical Training and evolutions of various kinds so that you will no longer feel so self-conscious when "out in front." You will also have lectures on Leadership, Divisional duties, representations and complaints, drafting, advancement, the Role of the Navy in peace and war and service documents; you will have the opportunity to get fit and there is a weekend expedition that will test your initiative, grit and stamina. You will have the opportunity of meeting and working with Leading Rates of all branches; the great benefit will be a new-found confidence in yourself, your contemporaries and the Service as a whole.

#### COURSE IS A 'MUST'

This course is a *MUST* if you wish to get ahead. Later when you have passed for Petty Officer you should apply for the six weeks' Petty Officers course in H.M.S. Royal Arthur, Corsham, where you will be taught in greater detail the wide and highly responsible duties of a Senior Rate.

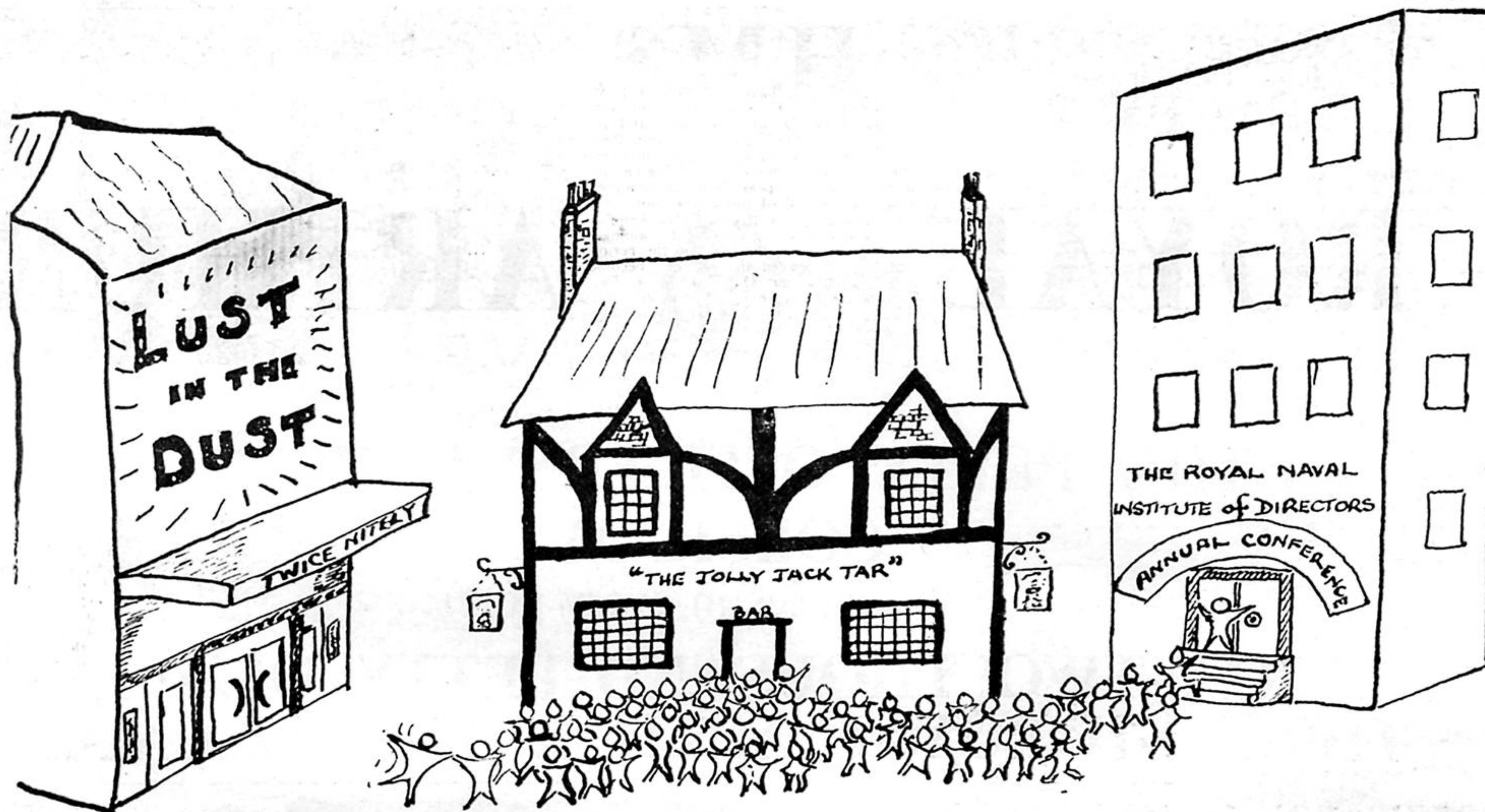
In order to ensure that a common syllabus is taught to a common standard, irrespective of location of course, H.M.S. Royal Arthur is the co-ordinating authority on all ratings' leadership training and is therefore responsible for all that is taught.

## Successful R.N.R. course

ROYAL Naval Reservists are always welcomed at H.M.S. Royal Arthur and bring with them that wonderful spirit of interest, enthusiasm and appreciation which is the hallmark of the true volunteer. They also bring a lot of common sense and experience of life which results in a stimulating course for all concerned.

It is indeed unfortunate that two of the three fortnightly courses scheduled for 1964 had to be cancelled through lack of numbers. However, the course that was held proved to be very successful.





# Whither Bound?

"GOOD dance last night Fred. Not feeling too fast this morning though. What have we got first?"

"It says Religion on the programme . . . gawd, what a thought. With me in my state of health. Anyhow, it can't be as bad as the P.E. At least we can sit down and relax and have a bit of a zizz! Do you ever go to Church Mick?"

"Well Fred, I used to go a long time ago when I was courting the missus, and mostly felt a right nit 'cos the place was topped up with old girls. Funny how one always thinks of old people and old-fashioned things when talking about the church. It's time they did something about bringing it up to date."

"Well at least the Sin Bosun doesn't seem too old and did you see him get all punchy during the deck hockey yesterday? All I did was try to break his collar-bone with my stick! Anyway let's go in and get it over with . . . you going on a long week-end?"

(Pause of four weeks)

"Good sing-song at the 'end of course run' last night. Fred. You conducted 'Bread of Heaven' like a ruddy Welshman. That reminds me, you were in pretty fine voice at the service last Sunday too. Funny isn't it that we all seemed to enjoy it, and even more so remember all the routines and things although not many of us could be called regulars."

## WHO ARE 'THEY'?

"Well, I thought perhaps the old Bish wasn't too far out the other day when he said that it's time most of us stopped saying, 'Why don't they do something about it?', and realise that it is really up to us to get in there and dig out. Mind you it came as a bit of a shock to find you reading the lesson, Mick."

"Yes, the wife was chuffed when I told her about it and said that it was time that we started taking the kids and showing them the way a bit better. Well, we shall have to see . . . I don't think that I shall ever be one of these one hundred per cent. fellas, but I must admit that the things we've discussed here have set me thinking that there is a lot more in Religion than I have given it credit for before."

"That lecture on Religion certainly wasn't as dull as I thought it would be, and I had no idea of those archaeological discoveries which were so interesting. We certainly had the wind taken out of our sails with the answers to the usual arguments about Adam and Eve, evolution and those others which are always brought out in religious discussions."

"Yes . . . although I must say that I enjoyed that Religious Brains Trust 'cos I like a good old argument, and we certainly got the panel going at one stage, didn't we? Funny enough, Fred, I was quite sorry when it was over, I could have gone on discussing things a bit longer."

"What I really thought were goodo were those films on Religion and Science with that chap Doctor Erwin A. Moon. They really were terrific and gave me a lot to think about, being of a more technical frame of mind. I used to think that modern science had disproved the whole damned issue, but it seems that I was quite wrong. I reckon they ought to show some of these on the Tele instead of some of the muck they do, and give people something to think about."

"The funny thing is that we find it so natural to talk about things like Faith and Religion and Churchgoing, when normally it would be thought of as a bit old-womanish. Do you remember our first meeting with the Padre when he said that all he could hope to do during our time in Royal Arthur was to present the facts and set us thinking? Well, I think that most of us have, and probably begun to realise that we could be doing a lot more to help."

"Anyway Mick, see you in Guzz some time next week. I've got a nice local to take you to."

# Are you a leader of men?

**TRY** and answer these questions as fairly as possible. If you score 70 plus then you have a good potential as a leader. 50 to 70—an average leader, with some talents but lacking in experience or too self-conscious. Below 30, there's plenty of work ahead of you if you are to succeed in the Service or indeed later in civilian life. (Marks at foot of page).

## THE QUIZ

1. When you went on for the Leading Rate were you influenced by:

(a) your wife/sweetheart/Mother?

(b) your own desire to get on?

(c) because your "oppos" were trying for it and you wished to keep up with the "Leading Jones"?

\* \* \*

2. When you give a "bottle" do you sense that the offender:

(a) is laughing in your face?

(b) goes round a corner and then laughs his head off?

(c) goes away feeling repentant and thoroughly chastened?

\* \* \*

3. Can you honestly name, your Commanding Officer, Executive Officer, and Head of Department?

(a) Yes to all three.

(b) One or two only.

(c) None.

\* \* \*

4. Have you ever had to give an unpopular order and said words to the effect:

(a) The D.O. wants you to —?

(b) You are to —?

(c) I'm sorry to have to ask you to but will you please —?

5. You are out in uniform with your wife/girl-friend and pass some matelots who make a derogatory remark about you. Do you:

(a) hurry on?

(b) stop them immediately and chastise them?

(c) swing it till Monday and make the necessary follow-up then?

\* \* \*

6. When rated Petty Officer did you first have:

(a) that "at last I've got my privileges" feeling?

(b) misgivings in your ability to live up to the rate?

(c) a re-appraisal of your finances?

\* \* \*

7. Uniform. Have you ever had the occasion to:

(a) feel shabby and ashamed of yourself?

(b) compared your own scruffy appearance with others and been content with the comparison?

(c) always known you were smart and well-groomed?

8. Orders. You are faced with writing a new routine. Would you:

(a) seek advice from a more experienced person?

(b) smack it out and slap it on the notice board?

(c) find a previous similar routine and amend it?

\* \* \*

9. Promotion. Have you:

(a) a thorough overall knowledge of the requirements for a Leading Rate in your own branch?

(b) very little idea of the requirements?

(c) sufficient knowledge to know where to look it up?

\* \* \*

10. (a) Have you made your will? Yes or No.

(b) Did you vote at the General Election? Yes or No.

(c) Can you name our sister countries in the North Atlantic Treaty Organisation? Yes or No.

## THE SCORING

	10a. Yes 3, No 0	b. Yes 3, No 0	c. Yes 4, No 0
1a.	5	3	3
2a.	0	10	10
3a.	10	5	0
4a.	3	10	0
5a.	0	10	0
6a.	0	10	0
7a.	10	0	10
8a.	10	0	0
9a.	10	0	5



# Management responsibility

## THE FACT

WHETHER you have scored 10 or 90 in the quiz there is scope for improvement. Whilst we, in Royal Arthur, do not attempt to answer such questions as these, the Petty Officers' Course does try to help you overcome the more obvious problems that go with the responsibilities of the rate.

The Junior Ratings of today are probably the best that have ever served in the Royal Navy, and this is said without disrespect to the great service of former generations. Higher standards of living, better education and better conditions of service have all helped to produce the sailor of today who needs, demands, expects and is entitled to effective leadership—or in everyday parlance, proper management. Royal Arthur believes that they must have it if the Royal Navy is to continue to be regarded as one of the finest careers in the world, not only by our admirers but, more important, by those in it.

Management responsibility is shared by Admirals, Captains, Officers, Petty Officers and Leading Rates alike—each according to the demands of his rank or rate. The business of good management is the business of all levels of management.

players and the rules of the game take up much of the lecture periods in the first half of the course. Q.R. and D.C.I's and how to use them, punishments, Service Documents, Regulating duties, Patrols and Defaulters and Court Martial demonstrations cover most of the ground. To supplement these basic aspects certain fringe lectures amplify the less obvious facets of these subjects. The Petty Officers' Mess Meeting, Entry and Training of Officers and Men, the Defence Organisation, the organisation of dockyards, case studies (dealing primarily with simulated situations demanding a knowledge of framing of charges), and a couple of lectures entitled "What would you do?"—and, in passing, it is rather amazing what some Petty Officers would do. When asked "If you were in a Patrol and ran into some Mods

The P.T.s have a slogan in Royal Arthur, "P.E. is a question of mind over matter, we don't mind and you don't matter." Do not believe them. You do matter and they are first-class in their approach to bringing you forward to peak physical condition. By the end of the course most Petty Officers agree that it is fun being fit and fun getting fit. Circuit training is the order of the day and the periods are so spaced that no one becomes muscle-bound above the neck. Each evening everyone, including the Staff, participates in dog-watch games run on an inter-course basis.

### FEATS OF ENDURANCE

The first feats of endurance are not too arduous. A gentle cross-country trek takes place in the second week, followed in the third by an obstacle course. A similar course, involving initiative and guts, called the Cliff and Chasm, is held in the fourth week and in the penultimate week, the Trek. The course leaves Royal Arthur on the Monday forenoon and, travelling by bus, is eventually deposited in the wilds of South Wales, at Cwmyoy, 15 miles north-west of Abergavenny, where we have a base camp. On the Tuesday morning at about 0500 groups of three leave the camp to begin their trek. The route is planned by the leader of each group and consists of a trek taking in as many grid reference positions from a prepared list as possible. Each point consists of either a natural feature or a prepared position which must be described in the de-briefing period on the team's return at 1630 on the Wednesday. From these items it will be seen that each team has to spend a night out in the open or in a barn. The local citizens are friendly and this does not offer any great difficulty. This is designed to build up the physique.

Now we have to help men to take care of themselves and their subordinates. A course in First Aid, with a passing-out examination does much to foster an understanding in the basic principles. Splinting and bandaging are dealt with in this course. To supplement this a period in Manhandling of Stores together with a film is included in the syllabus.

### SELF EXPRESSION

Self Expression is most important in a leader and by a steady routine each Petty Officer is brought forward until he gives two twenty-minute practice lectures to his colleagues. The lectures are selected for each man and are very varied in content. This not only helps the man himself and gives him greater confidence, but the variety of subjects helps to widen the mental horizons of his course mates. This self-confidence is enhanced by parade-ground work and by the Emergency Drills. In the latter each Petty Officer is given a task and some of the course as a working party. Initiative, imagination and the ability to give orders and see them carried out are tested in this wise.

Other service-type lectures of interest are included, Prisoner of War Indoctrination, Survival at Sea, Aid to Civil Power and Security, all of which may be of use some time in a man's career.

There is some time left and this is taken up with Religion, Current Affairs and Drafting lectures. A look at each will show their place in any adult course. Religion, not to force a creed upon the Petty Officer, but to allow each man to try to solve some of his religious problems. To this end an undenominational lecture on religion and a unique Religious Brains' Trust are held. The latter has as its panel a Roman Catholic Priest, a Baptist Minister, a civilian layman and the Chaplain, a regular team chosen for their sagacity and freedom from dogma. However, enough feeling is usually engendered to make their audience wonder if they ever talk to one another outside the lecture room. They are in fact the very best of friends.

The Drafting lectures are particu-



The library—a general view. Mr. A. C. Booth, B.E.M., in attendance

larly profitable. Here Commodore, Naval Drafting, comes to explain the system and then allows a full hour for "green rubs."

### 'ACTION THIS DAY'

Those questions that cannot be answered off the cuff are taken away together with the questioner's name and details and a personal letter is sent on by the Commodore explaining the circumstances and in many cases righting a wrong. One Shipwright who complained that he never got to sea joined a carrier at Aden three weeks after the lecture. "Action this day" is obviously C.N.D.'s maxim. Current Affairs lectures are very varied, covering the state of the world, money matters, the psychological differences between man and woman, exploration, etc.

May we return to that word used earlier in the article? DEVELOPMENT. Throughout this course there is development of the theme of each facet of the course, and with it the development of the student. Blend with this the spirit which each course builds up within its own ranks and the infection of enthusiasm which stems from the Staff and you can see there is an essential place for such a course in the service today.

## BRIDGING THE GAP

THE fifth Senior Officers' Annual Seminar on Youth was held in Royal Arthur at the end of October. This course, administered under the aegis of the Director General, Naval Training, is designed to bring Senior Officers up to date with current thought and techniques when dealing with today's youth.

This "getting with it" entails a four-day stay in the countryside, listening to many very erudite speakers from civilian life and visiting schools, industry, probation schools, youth clubs and seeing and talking with young persons in their leisure time. The lectures are given by a psychiatrist, a journalist, a Justice of the Peace and Child Magistrate, the Warden of a University College, a senior member of a holiday camp organisation, a headmaster, the Director of an industrial leadership school and the principal of an approved and classifying school.

Similar courses are also held in Royal Arthur, lasting five days, for both Officers and Senior Rates employed or about to be employed as Divisional Officers and Instructors in Training Establishments. In addition to helping in the training of "Young Jack" it may assist in bringing up one's own family. Prior reading of the Education Act of 1944, the Robin's Report, the Alberman Report and a thorough knowledge of the current "Top Ten" is almost a prerequisite for these courses.

## Cymru Am Byth

(A report from our Special Correspondent in Wales)

THE Petty Officer on trek is as familiar a feature in the Black Mountains of South Wales as the sheep and ponies. He has been known, of course, to harbour dark thoughts beyond the wit of any four-legged animal. Nevertheless he continues to tramp some 35-40 miles in his fifth week of the Royal Arthur course—and still have enough energy to walk down to the Queen's Head after it is all over.

The present base camp was first occupied nearly three years ago. It is, in fact, the old village school in Cwmyoy, near Abergavenny. No longer do stores have to be carried along muddy tracks to a remote farmhouse. An elegant naval landrover now deposits all gear on the building's doorstep, where running hot and cold water, electricity and other comforts await the weary walker. There is a good view of the valley and returning trekkers are regaled with the distant sight of their tots perched tantalisingly on the school wall.

### GOOD RELATIONS WITH FARMERS

Such is the influx of service and civilian personnel into the Black Mountains, particularly during the summer months, that very great care has to be taken to observe the Country Code scrupulously and to maintain good relations with local farmers. Recently, Mr. and Mrs. Collins, who occupy the farm in the valley below the base camp, were entertained for a day in H.M.S. Royal Arthur.

The image of the Royal Navy in these now not-so-remote valleys remains excellent due to the common sense of Petty Officers on trek. Recently, R.N. flashes have been reintroduced on anoraks so that there will be no confusion with other organisations. Why let the credit go elsewhere?

Royal Arthur represents the Navy on an Inter-Services Committee at Brecon for controlling all forms of Expedition Training in Wales. Exped. Officers please note that all ventures must be cleared through Royal Arthur. A Defence Council Instruction will be issued shortly.

## WOULD YOU BELIEVE IT?

PETTY Officer W... now aged 43, said "I am thoroughly enjoying every minute of this course and I wish it lasted six months, not six weeks." Heard at final course discussion: "The Pay and Allowances lecture was well worth-while. I checked my S.50 afterwards, and found I'd been underpaid by £12."



Emergency drills. Two-tier parking

all branches working together and this responsibility cannot be ducked by anyone in a position of authority.

### EXCELLENT POTENTIAL

Royal Arthur believes one cannot make sweeping statements such as this and expect spectacular results without proper co-ordinated management education in the Service. Royal Arthur does however, believe that the calibre of potential managers—or to bring it back to Service terminology—"Leaders," is such as to give one great optimism for the future. Petty Officers and Leading Rates of today's Navy are ready to accept the challenge and few will say that their Leadership Courses did not make them realise, much more fully than before, their place in the overall structure and teach them a great deal. Indeed, practically without exception, they will say that the Royal Arthur Course is a "must" for Petty Officers during their "Acting Time" and likewise the Leading Rates' Course for Acting Leading Rates.

This is not a commercial. This is a fact.

How do we go about it at Royal Arthur? The design does not alter much, the techniques possibly suffer some slight alterations from generation to generation of Staff, but basically the operative word is DEVELOPMENT.

The nuts and bolts of the trade of being a Petty Officer must take priority, thus lectures on the Divisional system, the role of the

who hurled abuse and rocks at you, what would you do?" One Petty Officer who shall be nameless, said, "Er... seek sanctuary... er... in a church."

### ROLE OF THE NAVY

What next? Having now managed to provide the student with a fairly good working knowledge of the disciplinary net we tackle the "know how" aspect of the Service. Tied up in our world of boilers, amps and night flying suppers, we often find to our surprise that the other chap does do a job of work. All Petty Officers share a cabin with someone of a different branch. Experiences are exchanged and many a man leaves Royal Arthur greatly satisfied with his lot after all. A series entitled "The Royal Navy," including many demonstrations on the tactical floor helps Petty Officers to understand the role of the Navy in peace and war. Tactics and strategy are discussed in the light of history and modern thought with particular emphasis on weapons and the relative strengths of both enemy and friend.

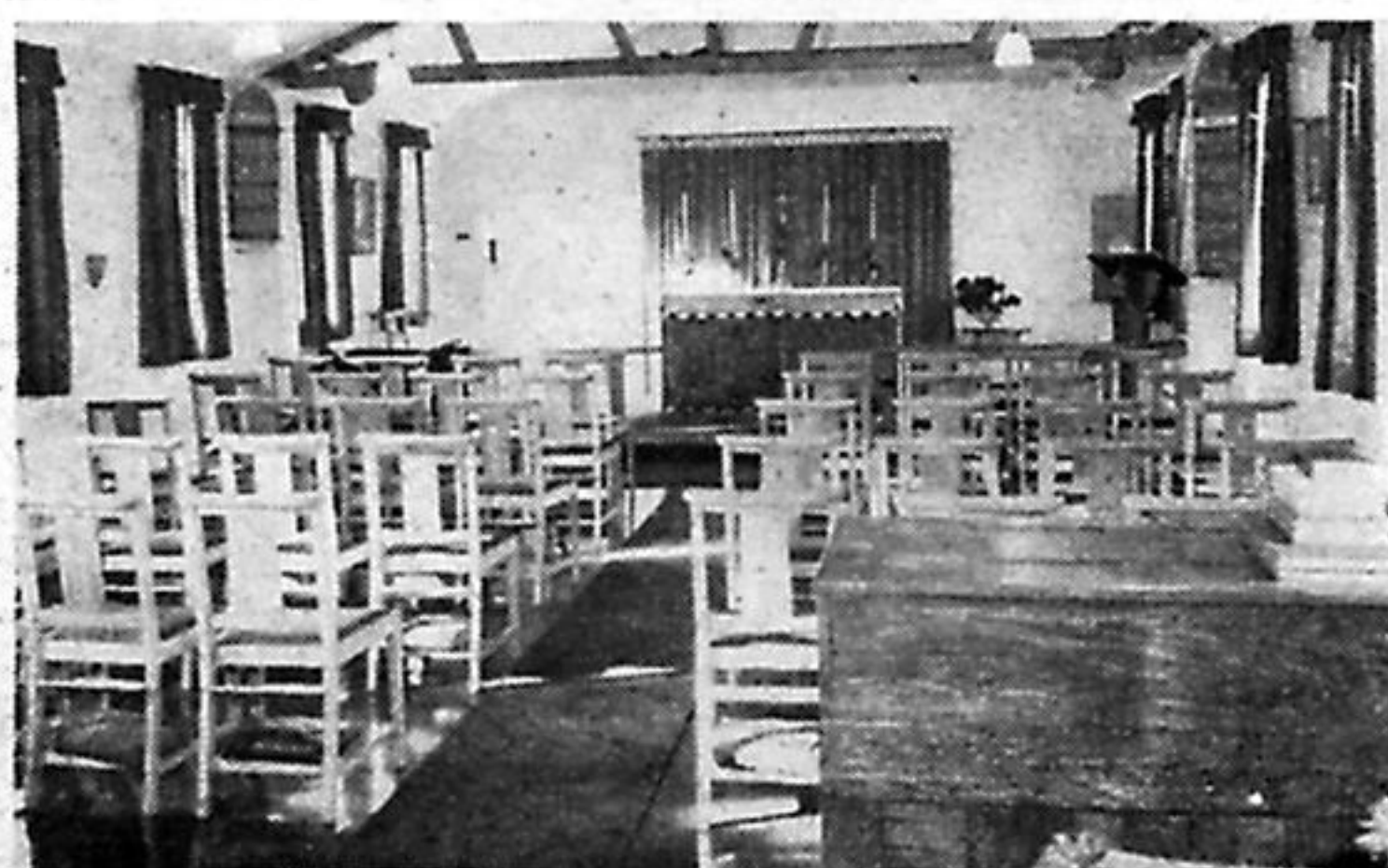
Up to now the only exercise appears to be sitting and the reader may well wonder where the snag is. Are we afraid to own up to the arduous feats of endurance to which the Petty Officer is subjected? Not at all. It is a fact that most of us are athletically unfit. We've become "mini-muscled" and suffering from the hardening of the petrol pipes. Hence Physical Education takes a high priority. One must be fit to lead.



It's fun getting fit



On second thoughts, having read this ourselves, if you managed over 70 on the quiz, let us know. We need you on the staff!



The church of St. Paul, H.M.S. Royal Arthur



## The Old Arthurians' column

### THE CHANGING FACE OF ROYAL ARTHUR

Place now more attractive

"MY goodness, the place has changed!" This is just the sort of remark you would expect to hear from any "Old Boy" paying a return visit to Royal Arthur. Nowadays, any Naval Establishment which consists mainly of ex-war-time buildings, very often presents rather a drab appearance. We are the first to admit that Royal Arthur used to be no exception, but at long last a real effort seems to have been made to make the place look a little more attractive. The Sick Bay, down by the Main Gate, is now resplendent in a new coat of pale buff paint, with light grey doors and white window frames. So is the Chapel, which is painted in a slightly darker buff colour and to add even more distinction, two stone pillars, an attractive porch and new light have also been added. The result is, that even though the remaining buildings are the same old Middle Brunswick Green, it is quite amazing how much more cheerful and "non-pusser" the place seems to look.

These are by no means the only improvements. We've mentioned the newly decorated Petty Officers' Bar and Royal Arthur Club in a previous edition of "Navy News." Since then some really first class socials and "end of course runs" have been attended by hundreds of Petty Officers and their guests, who have made full use of the wonderful entertainment facilities offered by the Royal Arthur Club. However, to continue, the dining halls, both for Petty Officers and Ship's Company, have had a face-lift, new windows, old walls knocked down, new attractive glass-panelled screens erected, and to top it all, an attractive tiled floor has been laid.

#### NEW WARDROOM

In the last few months a start has been made on the long-awaited new Wardroom which is being built on the site of the old Petty Officers' car park. Car owners need not despair however, because almost at the same time most of the Emergency Drill site disappeared at the hands of the contractor's bulldozer to make way for the new and even bigger car park. The poor aeroplane, the Grand Old Lady of the E.D. site, fell foul of an oxy-acetylene blowlamp; the half-erected house was lowered and so was the water pressure on one of the blocks when a mechanical scoop removed several yards of water main. Nevertheless, the new car park is nearly finished and the Wardroom should be completed by August 1965.

For those on the staff, finding suitable accommodation in the Corsham area has never been particularly easy. From next year even this problem should have been solved since six Officers' and 14 ship's company married quarters are being built about half a mile from the camp on the road into Corsham.

#### FIVE-DAY WEEK ROUTINE

So much for the improvements. Our other big item of news is that we are now working a five-day week routine. This change has been made so that Petty Officers will have more week-ends at home while they are on course. This may seem obvious, but many of the Petty Officers who come to Royal Arthur do so between jobs or when they are in the middle of enjoying a spot of Ration Allowance time between unending seagoing unaccompanied foreign drafts. The old system therefore, of being victualled for virtually the whole of the six weeks, with short week-ends offering the only break at home, gave the Petty Officers from the frozen north little chance of

going home at all. Under the present system a Petty Officer on course can be certain of getting one extended long week-end and four other long week-ends during his time on course. What an attraction! We think that the profits at the "Lamb and Lark" will drop considerably as a result of this change.

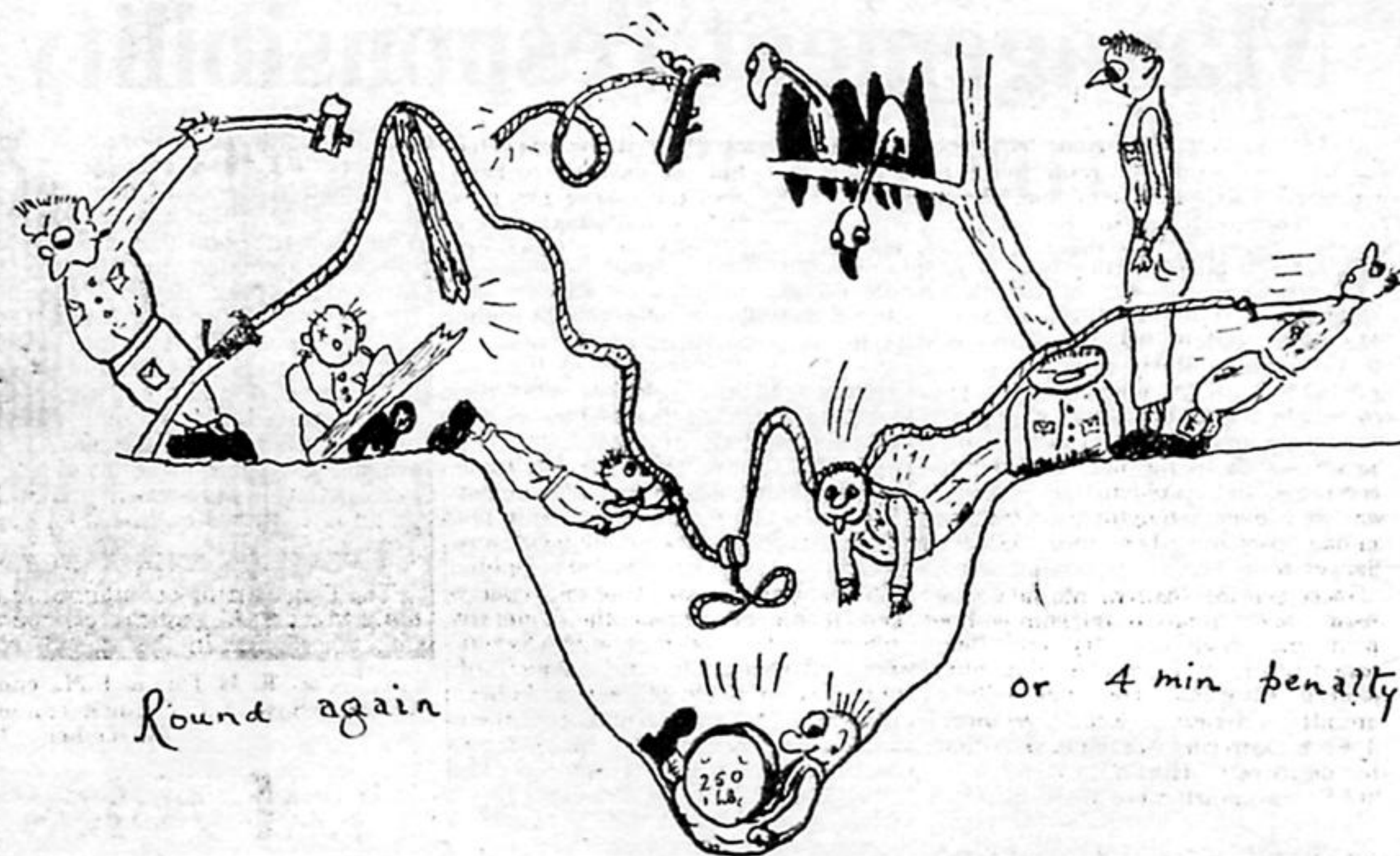
This term we had our bi-annual Inspection by the Commander-in-Chief, Plymouth, Admiral Sir Nigel Henderson, K.C.B., O.B.E. A great deal of effort had gone into the preparation and we were ready for any of the ghastly emergencies that normally precipitate themselves during a sea inspection. On October 20 the Commander-in-Chief inspected Divisions and took the salute at the march past. Then followed the lengthy tour of the Establishment during which he visited every conceivable block and classroom, seeing Petty Officers under every aspect of their instruction. Two distinguished Petty Officers even found themselves delivering their practice lectures with Admiral Henderson and his Staff as part of their audience.

The Staff wish to take this opportunity of sending their best wishes to all the Old Boys and promise to extend a warm welcome to all thosefortunates who will be joining us in the New Year.

#### STAFF CHANGES

This year has seen many changes amongst the staff in Royal Arthur. Cdr. Pearce left us in January and was relieved by Cdr. O. N. A. Cecil, R.N., and shortly afterwards Lieut.-Cdr. F. R. Brooke joined as the new Training Officer. Many of the Course Officers are new too. Lieut.-Cdr. Trevithick from Ashanti, Lieut.-Cdr. Bishop from the R.N. Staff Course, Lieut.-Cdr. Wright from Blackwood and Lieut. Railton from 803 Squadron. The Rev. Sandey has left us for a lovely country parish in Dorset, being relieved by the Rev. Noel Jones and Lieut. Kemp has joined in place of Lieut. Lundquist. Lieut. Cocking, who joined in August, is the new Supply Officer.

There are quite a few new faces among the Staff Senior Ratings as well. New Course Instructors include, C.A.F. Snook, Ch.M.(E). Down and A.A.I. Auger. Staff C.P.T.I. Collins and P.O. King are new members of the Physical Training Staff and C.P.O. Cox'n Streatfield now runs the Training Office. Last, but by no means least, comes Master-at-Arms Westgarth who relieved Master-at-Arms Deary in August.



## The record boards

THE Record Boards now show the all-time record in each case followed by the best runs in the past year. No changes in the rules of the Trek, Obstacle Course or Cliff and Chasm have taken place, so the Very Old Boys can compare their times and achievements with those of the later courses.

In addition to these, a Challenge Obstacle course, teamed by the best members of each course, is run in an attempt to get on the Challenge Board.

#### The Trek (Summer)

840-1898	887-1723:
(best ever):	884-1711:
885-1893:	875-1696:
883-1793:	877-1668:
837-1763:	871-1657:
872-1744:	832-1618:

#### The Trek (Winter)

775-1605	869-1207:
(best ever):	862-1200:
866-1507:	896-1190:
894-1474:	895-1162:
864-1423:	859-1146:
851-1341:	870-1117:

#### Obstacle Course

min. sec.	min. sec.
891B-9 52:	850B-11 0:
848B-10 5:	882B-11 7:
847B-10 20:	898A-11 16:
862B-10 50:	876-11 24:
868-10 56:	877-11 28:

#### Cliff and Chasm

min. sec.	min. sec.
877-7 37:	841-9 20:
862-8 22:	857-9 23:
871-8 30:	894-9 26:
875-8 45:	853A-9 32:
882A-8 45:	882B-9 33:

#### Challenge Obstacle Course

min. sec.	min. sec.
876-7 45:	841-8 17:
846-7 46:	882-8 21:
840-8 1:	771-8 22:
730-8 14:	657-8 26:
879-8 16:	883-8 27:

## The Royal Arthurs

THE present H.M.S. Royal Arthur is the third to bear the name. The first, a 7,700-ton cruiser, with 12 six-inch guns, was built at Portsmouth in 1893, being named after Prince Arthur, Duke of Connaught, the third son of Queen Victoria.

Thirteen years after launching she was put into reserve, but saw some service again during the early days of the First World War. She was sold in 1921.

The second Royal Arthur was the holiday camp in Skegness. She was in commission from 1939 to 1946 and all "Hostilities Only" entries started their service there.

The present ship's crest, depicting a lion above a crown, stems from the association with the Duke of Connaught.

Rear-Admiral I. L. T. Hogg, D.S.C. and Bar, Flag Officer Medway, presents prizes at T.S. Arethusa on December 15.

## PENDING POULTRY

FOR some time now the "IN" trays in the Office block have been invaded by the Establishment bantam hens who have commandeered them as nesting boxes.

One heavy-handed officer is at present under treatment for shell shock and a Chief Petty Officer is still trying to explain "Bird in the office" away to his wife.

Security is something of a problem. Careless clucking causes a constant

cacophony of information to flow out to the duck pond while, of course, confidential D.C.I.'s are mere chicken feed to a Rhode Island Red.

The rural scene, which some old lags will remember with great nostalgia, is still as splendid as ever with the ducks, geese and bantams running around the pond. We now sport a ram with handle-bar horns, a goat and a donkey. These may not be co-opted for use in the Cliff and Chasm or Obstacle courses.

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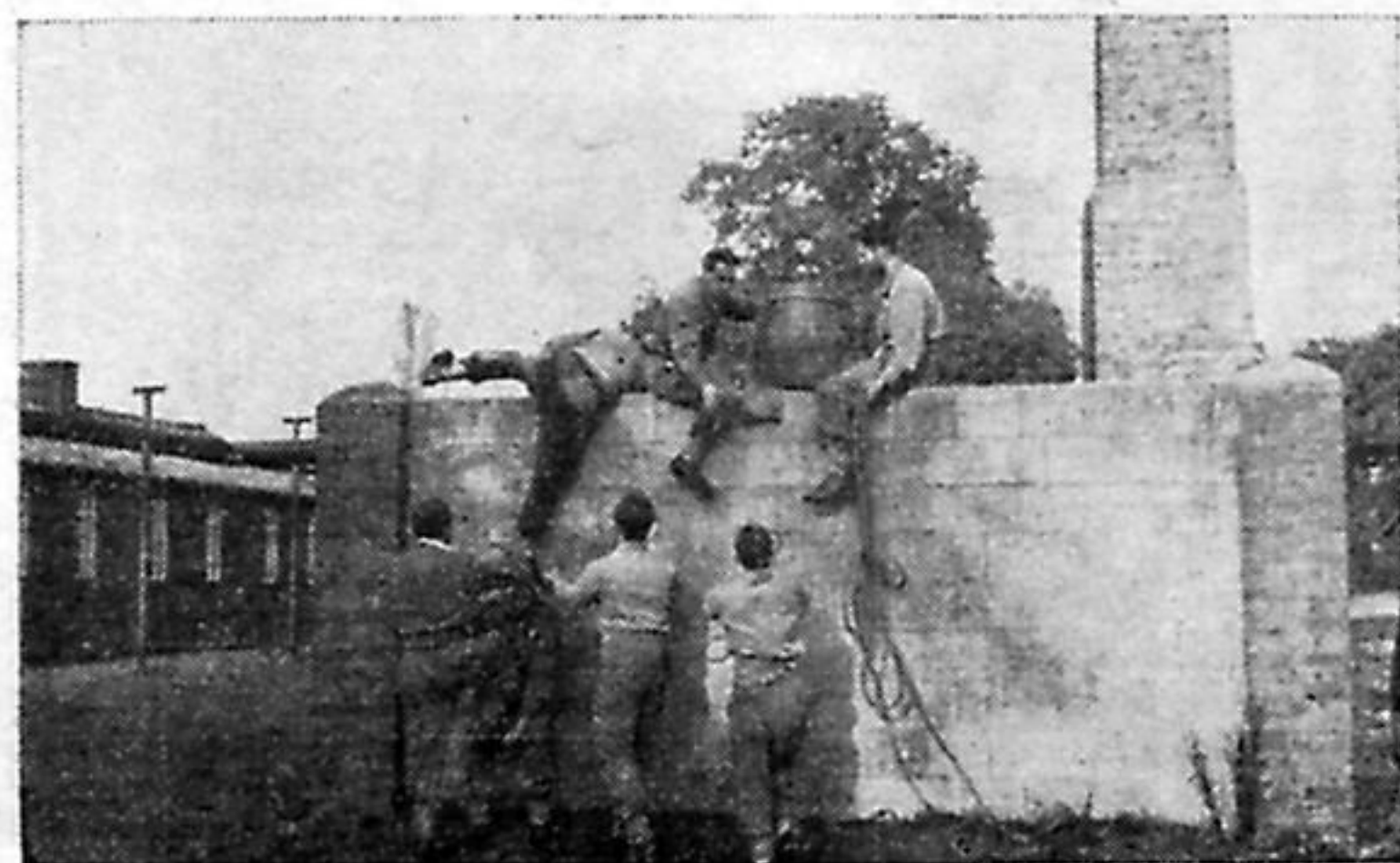
"ROYAL ARTHUR has helped me appreciate my wife's Leadership qualities." (P.O.M.E.).

"What kind of dhole dust do you use for brainwashing? The usual type is shrinking our Juniors' heads." (C.P.O. Ganges).

"Having completed the course I would suggest that the obstacle course and cliff and chasm be a normal start to the working day." (P.O.A.F.).

"Hardly a day passed that I haven't found myself thinking, Ye Gods, old so-and-so should come here." (P.O.).

**Join the Club. Your subscription is paid in blood, sweat, tears and laughter but it only lasts six weeks. Think of the tales you will be able to tell around the fireside in your retirement, looking the while at your heavily autographed leg plaster hanging over the mantelpiece**



Obstacle course XXX strength



## H.M.S. VICTORIOUS RECOMMISSIONS

WHEN H.M.S. Victorious left Portsmouth in August, 1963, it was expected that she would be returning home a year later, but the decision to keep two strike carriers East of Suez changed these plans, and the carrier has now been recommissioned in the Far East, a feat never before undertaken by a ship of her size. It has involved some 2,000 officers and men being flown out to Singapore, and a similar number back again.

The majority of the ship's company were flown out in two big airlifts in early August and November. To organise the comings and goings a special Movements Office was set up on board. The need for a turn-over from the old hands to the new ones posed accommodation problems, as the ship was well over strength for the two ten-day periods when most of the changes took place.

Once the first half of the new commission was on board, the ship worked up in the Singapore area and then headed south for a visit to Fremantle, Western Australia. The Flag Officer Aircraft Carriers, Rear-Admiral H. R. B. Janvrin, was embarked and the destroyers H.M.S. Caesar and H.M.S. Cavendish were in company.

### EXERCISE WITH ENTERPRISE

The ships passed through Indonesian waters without incident, apart from a Badger aircraft which took an interest in them. They then carried out a short Air Defence exercise with the mighty U.S.S. Enterprise, the nuclear-powered carrier, which was on a world tour with the cruiser U.S.S. Long Beach and the destroyer U.S.S. Bainbridge, both of which are also nuclear-powered. The air defence organisation was kept busy but managed to "splash" 12 of the 20 raids launched.

The week at Fremantle was much enjoyed by everyone and the ships' companies were very well looked after. Those with relations in other parts of Australia were able to get leave to visit them. One example was P.O.Ck. Martin, who flew to Sydney to meet his brother, whom he had not seen for sixteen years.

The journey back to Singapore included a brief but intensive flying "work-up" and a passage through the

Lombok Straits and between the Indonesian islands.

On return to Singapore at the end of September the squadrons were disembarked while Victorious had a short docking to repair a rudder defect. Far from being idle the aircrews found themselves assisting with the defence of Malaysia. The Sea Vixens were put at instant readiness to intercept any intruders. The Gannets flew nightly Barrier patrols and the Buccaneers kept in practice should their offensive capabilities be needed. The helicopters were detached into the jungles of Johore to assist the Malaysian Police, the Kiwis and the Gurkhas in their task of rounding up the Indonesians who had been dropped by parachute.

### NEW COMMANDING OFFICER

Capt. P. M. Compston, R.N., was relieved as commanding officer by Capt. D. L. Davenport, R.N., on October 9. It was announced on October 20 that Capt. Compston is to be promoted to Rear-Admiral and will take up his appointment as Commander, B.N.S. Washington and U.K. National Representative to SACLANT in February, 1965.

A recommissioning ceremony was held on November 15 and included the cutting of a huge commissioning cake and a fly-past by the ship's aircraft.

The ship is working up again to full efficiency to add more pages to her long and distinguished record. On September 14 this year she celebrated the twenty-fifth anniversary of her launching at High Walker on Tyne. In spite of her age she has been extensively rebuilt and modernised, and now contains some of the most up-to-date equipment afloat. The old carrier has a new look and will be good for several years yet.



Lieut.-Cdr. R. H. Mann, R.N., commanding officer of H.M.S. Odin, and representatives of the Chilean Navy and of the British and German communities at the memorial service to those who died in the Battle of Coronel, November 1, 1914, in St. John's Church, Concepcion, Chile, on October 21.

## Chef rides white horse at barbecue H.M.S. ODIN GOES THROUGH STRAITS OF MAGELLAN

ON October 28 H.M.S. Odin, an "Oberon" class submarine, sailed through the Straits of Magellan 100 miles north of Cape Horn. She was the first Royal Navy submarine ever to do so. Her passage was made on the surface from west to east.

H.M.S. Odin is part of the Special Squadron at present sailing round South America. The squadron is led by the Commander-in-Chief, South America and South Atlantic, Vice-Admiral Sir Fitzroy Talbot, K.B.E., C.B., D.S.O., embarked in H.M.S. Tiger. So far the squadron has visited Bequia, a small island in the Windward Group of the West Indies, La Guaira in Venezuela, Cartagena in Northern Colombia, Callao in Peru and Talcahuano in Chile. These visits have covered nearly every different type of climate and terrain, ranging from the humid heat of the Caribbean to the snow-laden gales of Southern Chile.

Ashore, on the white beaches of Bequia or in the dusty Peruvian cities of the Atacama Desert, the hospitality has been the same. After each port the ship's company has been able to confirm the South America Pilot Book's statement that "natives are friendly."

### CENTRE OF ATTRACTION

Despite the greater size and sophisticated appearance of the surface ships, the submarine has unfailingly proved to be a centre of lively interest and attention. Whenever there has been the slightest chance to get on board, the South Americans, standing in long queues, have shown the greatest enthusiasm and admirable patience.

Only at Talcahuano, 360 miles south of Valparaiso, was H.M.S. Odin on her own. Here she was received with even greater warmth than usual. The Chilean Navy, who maintain their

ships in Talcahuano dockyard, held a barbecue for the ship's company on a near-by island. It was extremely successful. The high-light occurred when the submarine's chef, resplendent on an enormous white stallion, rode his steed between the tables in an admirably controlled and dignified manner.

### CORONEL REMEMBERED

Later during the visit to Talcahuano a more formal ceremony was held to commemorate the Battle of Coronel, the first sea engagement of the First World War. A wreath was laid by the captain, Lieut.-Cdr. R. H. Mann, and

Lieut. H. M. White, whose grandfather was the captain of H.M.S. Monmouth, which sank during the action. Wreaths were also laid by the Chilean Navy, and the British and German Consuls. On sailing from Talcahuano all wreaths were committed to the sea on the scene of the battle.

The passage down the southern coast of Chile and through the Straits of Magellan was a memorable one. Although the sunshine was interrupted by frequent heavy snow showers and cold, piercing winds there were plenty of opportunities to admire the scenery. The submarine's passage led through a maze of deep, narrow channels between lofty white mountains. The impression was of magnificent desolation, a frozen and wind-swept fjord-land as wild and splendid as any of Norway or New Zealand.

Writing from Punta Arenas, the southernmost port in the world, with the prospect of Montevideo, Rio de Janeiro and Dakar still to come, our reporter states that the cruise has been a unique one for a submarine, and one which the ship's company of H.M.S. Odin will long remember.



The last man out of the last special trooping flight, M.(E) McCormack, of Brighton, being greeted by Capt. D. L. Davenport, watched by the Executive Officer, Cdr. D. L. Barton



This picture of a helicopter of 814 Squadron winching down a soldier into a clearing in the jungle near Iontian, in Johore, illustrates the difficult country in which the helicopters and soldiers had to work

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# ROTHESAY MAKES A 'WHISTLE STOP TOUR' OF THE CARIBBEAN

## Incidents during Bahamas Patrol

H.M.S. Rothesay left the United Kingdom on July 16 and, after a brief stop at the Azores for fuel, arrived in Bermuda to take over from H.M.S. Tartar. The first task was the Bahamas Patrol Guardship which was taken over from H.M.S. Decoy at Mathew Town, Great Inagua Island.

Within five days of taking over this duty, which lasted until the end of August, a very small light was sighted by Marine Courtney and the first of many interesting experiences took place. On investigating the light eight Cubans were discovered in a very sorry plight having been on the water in a small boat for some time and who had travelled 50 miles from Cuba, towards Florida.

This was Rothesay's first contact with the refugees and from then on many more were met. In all 62, including women and children, were, despite the language difficulty, soon cleansed and fed and, with the aid of a Spanish phrase book and a hearty "Adios Adios" from the First Lieutenant they seemed to realise that their troubles were over. They were eventually transferred to United States Coastguard to be taken to Miami.

During the patrol the two main ports of call were Key West and Nassau, each of these places offering considerable entertainment, but, of course, prices were high and the flow of dollars needed watching.

### THE 'FLAMING LIMBO'

Nassau, being very much in the tourist trade seemed to offer more in the way of clubs and cabarets and it was to one of these that the ship's company was invited. The speciality was a display of the "Flaming Limbo." During the tensest point, when the performer was about to reach his 'piece de resistance,' dancing under a flaming pole a few inches from the ground, one stalwart from the ship thanked him and leaned forward to light his cigarette; to say the least this was quite a climax.

At the end of August the patrol was handed over to H.M.S. Whirlwind and Rothesay went to Trinidad where, at the U.S. naval base, Chaguaramas, the ship underwent a self-maintenance period. There was plenty of work dur-

ing the day, but the evenings were spent either within the naval base where facilities for entertainment were very good, or in Port of Spain, where the clubs sported some lively cabarets. It was rumoured that some members of the ship took an active part in some of these cabarets, much to the delight of those who were watching.

Prior to leaving Trinidad some members of the Trinidad Coastguards joined for a month's training. They were soon working within their departments and became a complete part of the ship's company, joining in all the ship's activities. The leading writer, a fast bowler, lent much power to the cricket team's opening attack.

### THE 'WHISTLE-STOP' TOUR

A whistle-stop tour of the Caribbean followed, the first stop being St. Vincent. This was a pleasant little island and gave the ship's rifle team a chance of showing its prowess in a competition with the local police. In fact many opportunities arose throughout the tour for all sporting activities. Rugby, soccer, cricket and basket-ball were played. There was stiff opposition but the ship's teams gave a good account of themselves.

Three days were spent in St. Vincent and then came Barbados. It would seem that everyone enjoyed the five days' stay. It was at Barbados that a resplendent figure in full uniform approached the ship on the first morning and, with due decorum, the gangway was manned. ("Was it the Governor already?") All stood to attention and saluted. Having been thus greeted, this gentleman proved to be an ex-Regimental Sergeant Major, Coldstream Guards, who was training the local Barbados Regiment. He, of course, was delighted with his reception.

The Senior Naval Officer, West Indies, joined the ship at Barbados and, on leaving, Rothesay joined the

Special Squadron at Bequia. An opportunity was taken to prepare for weapon training which was to be held in the San Juan area.

During the time alongside at Puerto Rico, San Juan, great use was made of the Naval Exchange (PX) on the base and the hospitality afforded by the various U.S. Navy's messes was excellent. There were quite a number who tried their chance with Lady Luck at the Casino, and there were tales of fortunes made and lost overnight, although no suicides were reported.

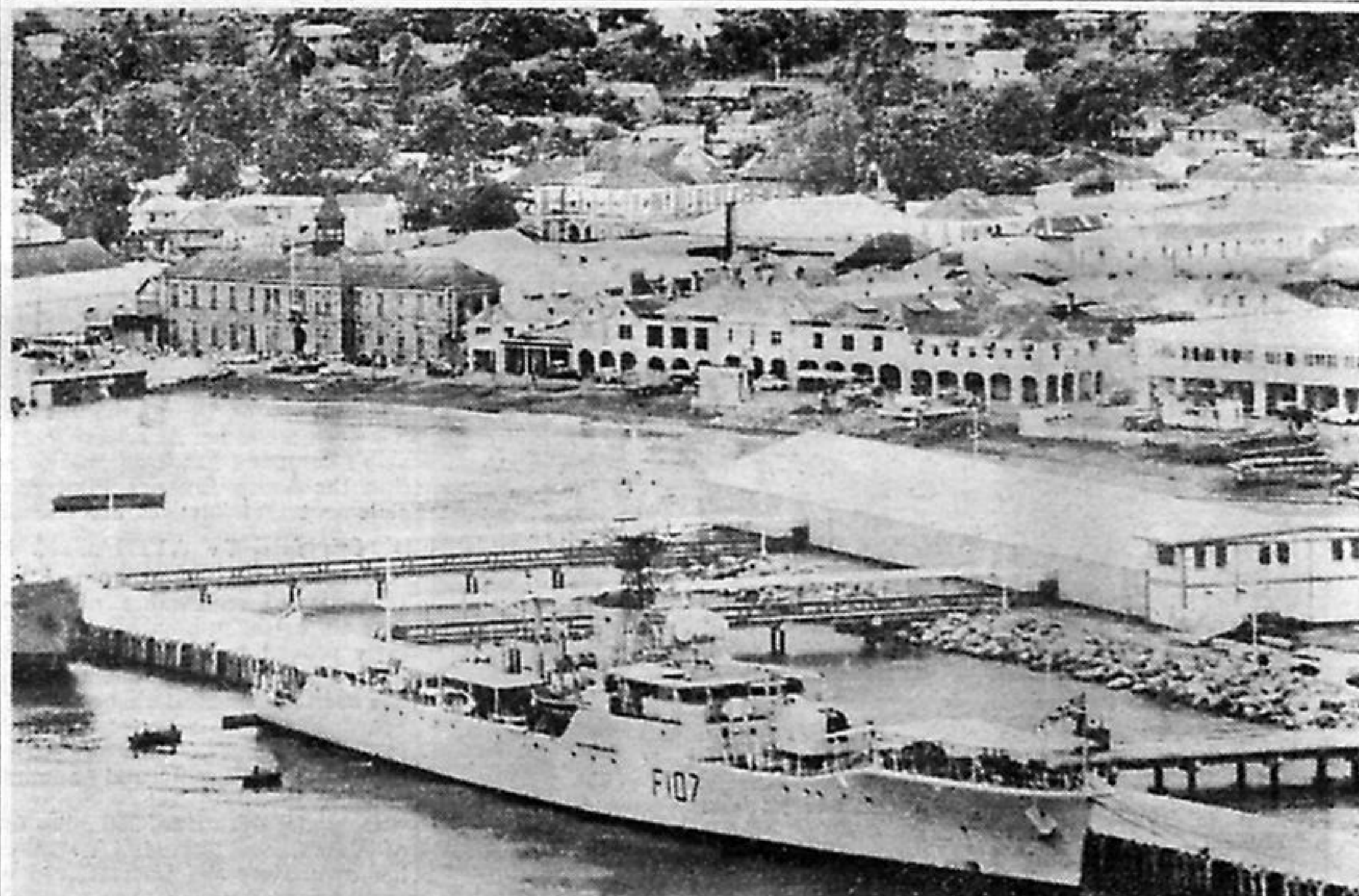
### TEST CRICKETER IN TEAM

The next port of call was Georgetown where the ship stayed six days. The cricket team completed its number with the inclusion of Hon. Temp. Proby, Act. Sub-Lieut. 'Joe' Solomons, R.N., who, of course, represented the West Indies in England on their last tour. It was a joy to see his superb batting, and his fielding inspired the whole team.

A cabaret was given on the jetty by a local entertainer known as King Cobra, which ran in conjunction with a most amazing performance given by the National Steel Band, and it was here that the ship's steel band really began to practice in earnest, ably guided by one of the stars of the National Band. He did such yeoman work that Rothesay's band now has quite an extensive repertoire.



Rothesay's cricket XI at St. Vincent. A young police cadet scored 90 not out in 40 minutes against the team, who feel privileged to have played, perhaps, against a future West Indies Test cricketer. Lieut.-Cdr. Chapman hit a six into the church at the back of the photograph, the ball being lost, which amused an appreciative crowd. Left to right, back row: O.A. Bosworth, S.P.O. (V.) Brigden, Mne. Sawden, Cpl. Mortimer. Front row: P.O. Clerk (O.) Thomas, Cdr. Agar, Lieut. Brett Young (captain), Lieut.-Cdr. Chapman, A.B. Ali (Trinidad Coastguard)



H.M.S. Rothesay at the new deep-water jetty at the island of St. Vincent in the Caribbean. Several of the islands now have new jetties, and Rothesay was the first H.M. ship to berth alongside at St. Vincent when she paid an informal visit to the island in September. (Photo: Trinidad Mirror Newspapers Ltd.)

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As at all places where it was possible the ship was open to visitors, who flocked to the ship and seemed most interested in all that they saw. A dance ashore for the ship's company was much enjoyed.

The next stop was at a very small island called Carriacou. Leave was for recreational parties only and a large banyan was arranged ashore, large numbers attending. The sailing team took advantage of the stay at Carriacou and managed to get in a lot of races.

The Rothesay Sailing Club was formed soon after commissioning and has a membership now of over 30. Four "Piccolo" kits were bought with assistance from the Nuffield Trust and the team has raced against the Royal Nassau Yacht Club (being made honorary members), the Trinidad and Tobago Coastguards and the Grenada Yacht Club.

Piccolo racing is going well and the ship ran a race for the Special Squadron when at Bequia. The Captain is presenting a trophy for the best piccolo helmsman during the commission and the first race was held at Carriacou. There were 12 entrants for this race, and it is hoped that for the next there will be 20. Inter-departmental races are to be held on Sunday mornings.

(Continued on page 15 column 3)

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# The Christmas Day raid on Cuxhaven

## FIRST ZEPPELIN BROUGHT DOWN

THE morning of December 24, 1914, found the majority of the Harwich Naval Force moored to their buoys and hoping for a peaceful Christmas in harbour. A good many of the vessels landed their stewards and messmen after breakfast to purchase the recognised yuletide fare when, from the flagship, came the signal to "Raise steam with the utmost despatch," and by 11.30 a.m. the *Arethusa*, *Undaunted*, most of the destroyers of the 1st and 3rd Flotillas and the seaplane carriers *Engadine*, *Riviera* and *Empress* were steaming out of harbour under sealed orders.

So sudden and expeditious had been this unexpected exodus that several of the messmen had been unable to get back to their ships, and as the flotillas passed by the landing steps they were seen on the quay waving their purchases of geese, turkeys, etc., but it was quite out of order stopping and lowering boats to pick them up, and they

were consequently, to the chagrin of many, left behind.

The weather was remarkably fine for the time of the year and daylight on Christmas Day found the forces steaming along at full speed in almost calm water and rapidly approaching the German coast. It was only then that the greater part of the force became

aware of the real object of the expedition, which was a reconnaissance and aerial attack on Cuxhaven.

### THE SEAPLANES

The light breeze which had sprung up a little before dawn dispelled the thin mist which had prevailed throughout the dash across the North Sea and

now grew more distinct on either hand, and land showed up ahead. At a signal from the flagship the seaplane carriers stopped to hoist out their planes, whilst their consorts made a submarine screen about them by circling round at high speed.

Shortly after this, seven seaplanes (200 h.p. Sopwiths) rose from the sea and headed towards the land, bent on their mission of destruction.

The whole force then formed up again and, in extended order, proceeded to a pre-arranged rendezvous some 30 miles north to await the return of the planes from their raid.

The reconnaissance was timed to occupy some three and a half hours and could not last more than four hours as the fuel supply of these machines was limited. It was whilst the squadron was steaming to this rendezvous on zig-zag courses in order to avoid possible attack from hostile submarines, that a German auxiliary patrol caught sight

of our ships, gave the alarm to Heligoland and the enemy sent out two Zeppelins and four aeroplanes to bomb the squadron. Our forces were bound to receive the attack as they had to await the return of the seaplanes.

### THE ZEPPELINS ATTACK

Then came the most extraordinary combat the world had ever seen and the fight that followed was full of new experiences and thrills. Ships had never before been attacked by Zeppelins, nor engaged them, as it turned out afterwards. A Zeppelin can carry an enormous number of bombs and would certainly create a great deal of destruction when hovering and firing at fixed objects on land, but in this fight the Zeppelins were moving fast to avoid the shots from the high-angle guns and rifles, which almost every ship was aiming at them. A hit with a bomb under the conditions such as they were on this memorable Christmas Day was well-nigh a sheer impossibility. For nearly three hours this unique and strange combat went on, several bombs dropping very close to some of the ships, but all missing, owing to the dexterous manner in which the vessels were handled and the rapid alteration of courses adopted. The two Zeppelins having at last exhausted their store of deadly bombs, turned and made back for their sheds on land and shortly afterwards three out of the seven machines returned.

### SUBMARINES ACT

Speed and rapid alteration of course are the salvation of every vessel which has to defend itself against submarines or aircraft. The submarine is an unhandy thing and as she rises to conn her enemy through her periscope and then sinks to fire her torpedoes she can no longer see him. For several hours on this Christmas Day our ships darted and zig-zagged about to avoid attacks from these submarines. Three out of the four missing seaplanes were later picked up by our own submarines and their machines destroyed. All these airmen had been attacked on their return journey by German aeroplanes and one airmen failed to get back to the rendezvous but was later rescued by a Dutch trawler.

As the squadron was steaming homewards the *Empress* developed condenser trouble and was unable to keep up with the rest and gradually dropped astern and it was then that the *Undaunted* was detailed to stand by her as a third Zeppelin naturally chose the *Empress* for her prey (she was being isolated from the rest of the raiding force) and poising overhead at a height of about 2,000 feet, dropped bomb after bomb upon her victim, one of which almost hit her. It was entirely due to the skilful way in which the ship was handled that she came through untouched. The Zeppelin proved to be L6 and as each bomb was observed to be released, the ship's helm was put "hard-over" and the bombs thus avoided.

### UNDAUNTED SCORES A HIT

In the meantime the *Undaunted* had taken up a position half a mile ahead of the *Empress* and was directing a continuous shrapnel bombardment which resulted in L6 being hit and she soon turned round and fled. It must not be supposed that a Zeppelin will crumple up like a wisp of paper and come down, even when struck by a shell. The gasbag is divided into a number of compartments and many of these may require to be pierced before she is hors de combat.

Leading Seaman Mills, who fired the well-directed shot from the *Undaunted*'s 6-in. gun, had the unique record of being the first in the world's history to have hit, and partially disabled, an airship, and we learned afterwards that she had been holed in 16 places and eventually came down in the sea, this being elicited from the survivors of the ill-fated battle cruiser *Blucher* exactly a month later.

The remainder of Christmas Day was spent in steaming back to Harwich and during the afternoon no less than 14 mines were sighted floating on the surface and it was only by skilful navigation and good luck that the flotilla was able to steer clear of them, and we were very thankful to get back to harbour on Boxing Day and enjoy the delayed feast which was nonetheless welcome for having been interrupted.

**SIR,**— On April 8, 1940, H.M.S. *Glowworm* was sunk by the German Battleship *Admiral Hipper*. On April 6, two days before the action, a man was washed overboard from *Glowworm*.

I am trying to find out the name of the man who was washed overboard and I would be pleased if any survivor of H.M.S. *Glowworm* would get in touch with me regarding his name.—Yours etc., LEONARD FILLERY, Towers Lodge, Charing Hill, Nr. Ashford, Kent.

## Fifty years ago

by  
Cdr. C. L. WOOLLARD,  
R.N., F.R.G.S.

as daylight came, the ships which had hitherto been mere dots on the ocean,



This Christmas there are 14 different Ronson Varafame ladies' lighters to choose from. This is one of the Starfires (63/-)

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A Ronson Varafame lasts through many Christmases. In fact, she'll probably be

boasting about her lighter's age long after she's stopped lying about her own. So before this Christmas gets any closer, look at all 14 Ronson Varafame ladies' lighters and choose very carefully. Though whichever you pick, she'll know you love her.

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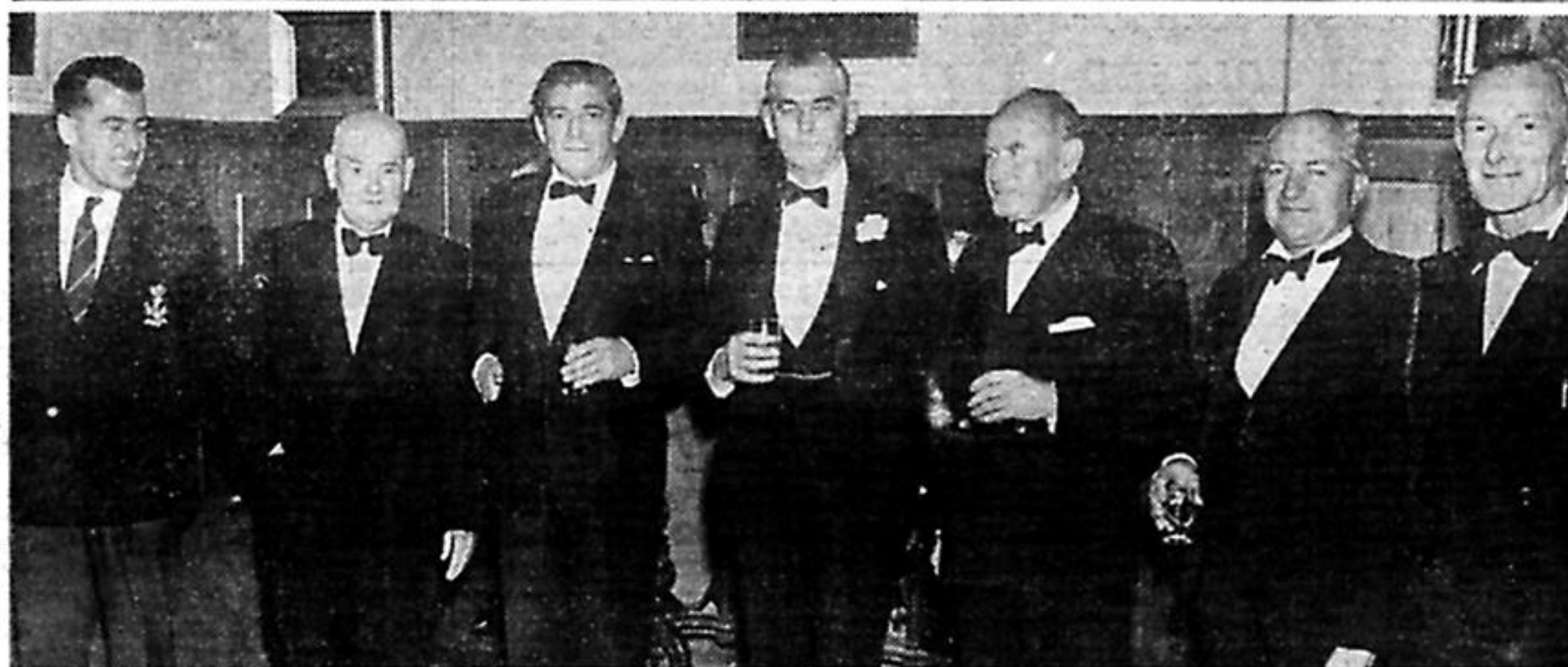




# THE ROYAL NAVAL ASSOCIATION

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Tenth annual dinner of the Truro Branch. Shipmate P. Nolan (vice-chairman), Shipmate W. A. G. Symonds (secretary), the Lord Stanley of Alderley, Sir John Carew Pole (Lord-Lieutenant of Cornwall), Lieut.-Cdr. B. E. Penrose, R.N.V.R. (president), Lieut.-Cdr. D. Verney, R.N. (High Sheriff of Cornwall) and Shipmate T. L. Nancarrow (branch chairman). (Photo: The West Briton)

## Captain of Culdrose thanks Truro Shipmates

TRIBUTE to the spirit of comradeship to be found in the Services and in regimental associations was paid by the Lord-Lieutenant of Cornwall, Colonel Sir John Carew Pole, speaking as guest of honour at the 10th anniversary dinner of the Truro (Cornwall) Branch of the Royal Naval Association. There was an excellent muster of "old shipmates" and their friends for a very enjoyable occasion.

Sir John, who was commissioned into the Coldstream Guards, told his naval friends that for 30 years he had been president of the Old Coldstreamer Association, which embraced part of Devon and the whole of Cornwall and he could testify to the spirit of good will and comradeship found at their meetings. "The C-in-C, Plymouth, invariably attends our annual dinner," said Sir John, who expressed the hope that their Truro Branch would flourish and go from success to success.

President of the branch, Shipmate Lieut.-Cdr. B. E. Penrose, R.N.V.R., said the branch had been specially honoured on their 10th anniversary by the presence of the Lord-Lieutenant. Among others he welcomed were Lieut.-Cdr. D. Verney, R.N. (Retd.), the High Sheriff of Cornwall, and Capt. C. K. Roberts, R.N., R.N.A.S., Culdrose. Admiral E. L. S. King had hoped to be with them, "but unfortunately his car broke down on the way."

### BRANCH HELP TO CULDROSE

Wishing success to the Truro Branch, Capt. Roberts said: "Some of my sailors at Culdrose unfortunately break themselves up in road accidents, and because we have no operating theatre at Culdrose, we have to take them to the Royal Cornwall Infirmary at Truro. Your association helps us a great deal by going to see the young men and women we have in the infirmary from time to time and we are very grateful."

Vice-president of the branch, Lieut.-Cdr. Lord Stanley of Alderley, R.N.V.R., who rarely misses the Truro Branch dinner, said he was always specially delighted to come back to Truro to see his old friend and first lieutenant, Capt. G. F. G. Pollard, a keen supporter of the branch.

The toast "Absent Shipmates" was submitted by the branch chairman and toastmaster, Shipmate T. L. Nancarrow.

### 'UP SPIRITS'

Two naval veterans, Shipmate Tommy Maunder and Shipmate C. H. Annear, piped "Up Spirits." "Splice the mainbrace" was ordered and there was a good tot of rum for the company.

The evening closed with the singing of well-known sea shanties for which Lieut. F. G. Ormond (late R.N.V.R.) was the pianist. Mr. Ormond is organist of Truro Cathedral.

Among the guests were Mr. and Mrs. Eric Brown, Deputy Mayor and Mayoress of Truro.

The excellent arrangements were made by the branch secretary, Shipmate W. A. G. Symonds. The vice-chairman is Shipmate P. Nolan and the treasurer Shipmate Cdr. J. P. McIntyre.

"Give that man a Watneys Brown!"



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Red Barrel Watneys Keg —Britain's first and foremost keg brewer



## PRESIDENT IS NO 'SLEEPING PARTNER'

STEADY progress over the last year by the Gosport Branch of the Royal Naval Association culminated with the enrolment last September of Vice-Admiral Sir John Lancaster, K.B.E., C.B., to life membership and President of the branch.

Welcomed into the association by the Chairman, Shipmate L. Oakley, and a good attendance of shipmates, Admiral Lancaster said he was happy to accept the Presidency of the branch and it would give him great pleasure to foster its aims and objectives. He was greatly impressed, he stated, on his first visit to the branch's headquarters, and it was not his intention to be a "sleeping partner"; he would always be available to assist as best he could in any major project the branch may undertake.

Financially sound and socially happy, the branch membership continues to increase. The complete refurbishing of the lounge has catered for the further comfort of the mem-

bers of the branch. The branch Welfare Officer, Shipmate Lieut.-Cdr. J. Southern, has been instrumental in assisting one or two shipmates who were finding the going a bit rough.

During the past year the life Vice-President, Rear-Admiral W. K. C. Grace, C.B.E., who for many years was a staunch shipmate and did much to organise the building of the branch headquarters, died, and the branch deeply regrets his passing.

## 80-YEAR-OLD AT REMEMBRANCE PARADE

WHEN the Horley Branch of the Royal Naval Association attended the local British Legion Parade on Remembrance Sunday, there was a goodly attendance of shipmates, the R.N. Association members out-numbering the Legion numbers in the church.

Among the shipmates who attended to pay their respect to those who had passed on was Shipmate "Nobby" Clarke, now turned 80, but who marched, as upright as ever, with other members of the association.

## Blackhall burns 'joss-sticks'

SHIPMATES of the Blackhall and Coastal Branch of the Royal Naval Association have been burning "joss-sticks" recently to drive away evil spirits for the members of the branch have been somewhat in the wars lately.

Shipmate Williams sustained an injury at the colliery and has been off work for over 12 weeks. Although he is out and about again, he is not yet fit for work. The branch "Pay-bob," Shipmate E. Eadington, was also unlucky, being caught by a fall of stone in the mine, suffering a broken ankle and three broken toes. He is now on the mend.

Involved in a car accident, Shipmate Flackerty was unhurt, but his wife was in hospital for 14 days. Members were glad to see her at the ladies' section upon her discharge.

### SOCIAL ACTIVITIES

The Ferryhill Branch visited Blackhall recently for a most enjoyable social evening. The Standard and a number of shipmates went to Sunderland to support the Sea Cadets' Trafalgar Day Parade, and Blackhall would like to thank Wear Branch for a lovely supper. There was quite a good "turn-out" for the Remembrance Parade.

The winter season's activities are in full swing. The "dartsists" are hoping to improve on last season's showing. An "all-out" effort is being made for the children's Christmas party and the lounge is being redecorated in time for the Christmas holidays.

The No. 11 Area general meeting is to be held in the branch headquarters and as this will be the first time Blackhall has been host for this meeting, the members hope to see as many branches there as possible.

## COVENTRY'S BEST NIGHT

ONE of the most enjoyable evenings, from the point of view of the Coventry branch of the Royal Naval Association at any rate, was the Cannon Chase's visit to Coventry on November 21. Entertainment was provided by a professional artist and members from both branches. The Coventry branch is looking forward to a return visit.

There is a warm welcome to all serving and ex-serving naval personnel whenever they are in Coventry. The club is two minutes' walk from the Cathedral.

Attendances at branch meetings lately have been poor and the Coventry reporter wonders if members are aware that meetings are held on the third Tuesday every month at 8 p.m. He goes on to say "If you have anything to say or moan about, please come along. The branch needs your support and suggestions—or are you completely satisfied? The branch is anxious that the Building Fund should be very much increased and this can only be done by your support of both committees to the full. Some very hard work is put in behind the scenes, so come on, lads, let us all get 'stuck-in'."

## Yachtsmen miss tot

THE Atomic Energy Research Establishment at Harwell again laid on a Trafalgar Night dinner for local naval people and, certainly, the members of the Didcot Branch of the Royal Naval Association who attended had a very good evening. The guest of honour, Rear-Admiral F. Dossor, C.B., C.B.E., who proposed the toast of the Establishment, spoke very interestingly on the subject of the Polaris.

Members of the C.P.O.s' Mess of the Royal Yacht Britannia were absent this year, but "Ron" and "Bungay" sent the following telegram: *Even though the fleet is small, Our flag is shown above them all. Your shipmates' board the Royal Yacht, Regret we'll miss our annual tot.*

Close on 60 members and guests of the branch defied superstition by holding a dinner-dance on November 13, a Friday, to celebrate the award of the Area Efficiency Cup.

The branch has launched a building fund and it is hoped that the Didcot Branch will soon have its own headquarters.

## NELSON'S SIGNAL FLOWN AT ALDERSHOT DINNER

WHEN the Aldershot Branch of the Royal Naval Association held its first Trafalgar Dinner, the top table was decorated with a scale model of H.M.S. Victory, flying Lord Nelson's famous signal. One of the Aldershot branch's oldest members, Shipmate W. B. Dawson, D.S.M., had made the model and he was one of the guests of honour, the others being Shipmate A. G. Wootton, Chairman of No. 1 Area, and Mrs. Wootton.

Shipmate Dawson retired as a Chief Yeoman of Signals, but for many years after his retirement he served in the Shore Signal Service. He won his D.S.M. at Dardanelles. Three of his daughters served in the W.R.N.S. and were present at the dinner. Two of his sons are still serving—one, Lieut.-Cdr. M. Dawson is in Scotland and the other, Petty Officer Peter Dawson is in a destroyer.

Together with the 38 members and their wives at the dinner was Mr. F. Collicutt, of Dartmouth, Nova Scotia, a nephew of Shipmate A. Atkins, the branch treasurer. Another visitor was a new Associate Member of the Aldershot branch who served in the last war in the Royal Netherlands Marines and who has recently settled in Aldershot.

### ODD CHARACTERS

Shipmate Wootton said that the Royal Naval Association tended to show the sailor as a rather odd character. "When you leave school," he said, "you cannot wait to join up. When you are in you look forward to the end of your engagement, and when you leave you join the R.N.A."

Shipmate Dawson spoke of the origin of the White Ensign, the centenary of which is celebrated this year. To avoid confusion with the enemy fleet Nelson had given the order that all British ships should fly the White Ensign instead of the usual Red, White or Blue Ensigns.

The branch received from Shipmate Dawson, with thanks, a framed copy of Nelson's signal, a copy of the signal as flown at the masts and the scale model of the actual flag formations on Victory.



## No. 2 AREA HOLDS ITS OWN REUNION

At the July meeting of No. 2 Area some concern and disappointment was shown at the news that the Royal Naval Association's Annual Reunion would not take place, and the Area was asked whether or not something could be done by the Area.

At the October meeting it was apparent that some shipmates had given the matter serious thought, and they promulgated details of a very well attended social event which took place on November 7.

When Rear-Admiral I. L. T. Hogg, the Flag Officer Medway knew that the Area wished to hold a rally he readily gave permission for the use of the barracks and facilities.

Admiral Sir Henry Moore took the salute at the Area March Past in the afternoon, and Capt. C. G. H. Dunlop, R.N., commanding officer of H.M.S. Pembroke, was also present. There was a church service, conducted by the Rev. Charles Walter, in St. George's Church, and some 16 Standards were placed at the altar.

Thanks to the Catering Officer of the Barracks and his staff, an excellent meal of vast proportions was enjoyed by all and then, by kind permission of C.P.O. Connelly, a film show was given.

### SHOCKS FOR OLD-TIMERS

The evening's reunion was held in the Pembroke Club, and all ex-sailors who knew the old barracks, certainly got some shocks when they saw what the club was really like. A seven-piece Royal Marine band played dance music and a well-known group of miners gave an outstanding entertainment.

During the evening Capt. Dunlop met and talked with many shipmates, and in a short speech expressed his pleasure at being with the old sailors, who were still very much thought of by those still serving.

Much of the success of the enterprise goes to the committee from the Area. A grand job of work was done by Ship-

mate "Jim" Brett, of Dartford, and Shipmate George Milham, of Temple Farm, as Parade Marshal, together with their various helpers, but it must, however, be said that without the co-operation given by the men of the Royal Navy and Royal Marines of H.M.S. Pembroke, such a grand rally and reunion could not have been attempted.

It is anticipated that much will be said concerning the reunion at the next Area meeting, to be held at the Union Jack Club on January 16.

## West Ham the mecca

THE West Ham branch of the Royal Naval Association is fast becoming the goal of all branches visiting London. Recent visitors have been Portsmouth, Eastbourne, Ramsgate, Gillingham, Clacton, Dagenham, Sudbury, Chatham and also several London branches. Also entertained were members of the ships' companies of five H.M. ships.

The branch has recently received an additional five years' lease on its club premises, and in the near future the West Ham members hope to carry out alterations to enable them to accommodate the rush of new members, which is still going on.

The local Council maintains a keen interest in the work of the branch and on Sunday, November 8, there was an unheralded visit by the Mayor and Mayoress of West Ham, Alderman and Mrs. Moat, together with Councillor McMillan and Councillor Taylor. In the party was the new Attorney General, Mr. Elwyn Jones, M.P. for West Ham.

### TWO BIG OCCASIONS

No. 1 Area is intending to lay up its old Standard next spring and to raise funds for the ceremony West Ham is to hold a grand dance at West Ham Town Hall on February 20, all profits going to the fund.

There is to be another big occasion next spring, when the Standard which the branch promised to T.S. Warrior will be handed over. The shipmates of the branch are looking forward to the event, which they regard as a mark of appreciation to the officers and instructors who are doing such a grand job with the cadets, and also with the hope that the Standard will be a source of pride to the boys—pride which will also show in later life.

## Derby's Dinner a great success

THE Derby branch of the Royal Naval Association has now found new headquarters at Haig House, Green Lane, Derby, where socials are held on the third Friday of each month.

On October 23 the branch held its second annual dinner which was a tremendous success, attended by the Mayor and Mayoress and about 700 members and friends. Once again the Derby Sea Cadet Corps gave an impressive display of the ceremony of Sunset. The next major social event is the Christmas Social on December 18.

The branch was represented at the parade on Remembrance Sunday and a wreath was laid on the War Memorial by uniformed members of the local Careers Office.

## Socials help welfare

IN the November issue of the bulletin of the No. 1 Area of the Royal Naval Association, the editor wrote the following message and, with his permission, it is published in "Navy News," for it is felt it deserves a distribution wider than that of just No. 1 Area.

"By the time most of the readers of this bulletin get down to reading this article the majority of us will have paid our annual visit to the local war memorial to honour our fallen comrades. We do this from a sense of duty, once a year, and although it is quite right and proper that we should honour the shipmates who never returned with us, is this enough? We can honour the memory of these comrades once a year, but there is a job which can be done for the other 11 months and 30 days. That is, to do our best to look after the dependants of those comrades, and also our shipmates who returned disabled or ill.

"This can be done, surely, with more success through a strong and efficient Royal Naval Association through our welfare officers.

### GOOD WORK HIDDEN

"We naturally hide a lot of the good work we do in the welfare field, because it is never a good thing to be let widely known that money is being given away, but full marks should be given to our welfare officers who have been, and still are, doing tremendous work over the years.

"The association should not be a purely social club, but the profit received from the social side enables a lot of good work to be done. So let no one belittle our little social gatherings, for the end product of these affairs is helping to carry out the promises we make before the local war memorial on Remembrance Sunday."

## A BUSY YEAR FOR ASHFORD

WHEN sending fraternal greetings to shipmates everywhere, our reporter from the Ashford (Kent) branch of the Royal Naval Association states that the branch has been so busy this year that he has been unable to make his usual contributions to "Navy News."

From his report it appears that there has not been a dull moment in the branch. In addition to an eight-days tour by coach by 40 members of the branch and their ladies to the Bournemouth area, coach parties have visited Ramsgate, Hanworth, Margate and two or three visits to London, and on November 7 41 went to No. 2 Area reunion in Chatham Barracks. Several branches were entertained at the Ashford headquarters.

Next year, between May 21 and 28, 41 shipmates and ladies have booked up for an eight-day coach tour, headquarters for the period being at Weston-super-Mare. Bristol branch is asked to stand by to catch Ashford's "heaving line" during that period.

The "Messdeck Dodger" says that there is a warm welcome in Ashford's mess every Friday evening for all shipmates visiting Ashford.

## Fewer members at Durham

SHIPMATES of the Durham branch of the Royal Naval Association, led by their new President, Lieut.-Cdr. Ironside, R.N.R., once again joined with the British Legion at the Remembrance Day service in Durham Cathedral. Attendance, like that at the branch's monthly meetings, was, unfortunately, not good, despite the lovely weather.

There is to be a slight deviation in Durham's Christmas celebrations this year. Following a dinner in a local hotel, shipmates and their guests are to retire to the Prison Officers' Club for a dance, arrangements being made possible through the loyal shipmates who are employed in H.M. Prison.

Our Durham reporter states that Shipmate "Jack" Hodgson is now out of sick bay and that Shipmate "Dick" Heron, the branch Standard Bearer, is more like his usual self. The branch has lost yet another shipmate, "Leo" Hall, who has emigrated to South Africa. New members seem hard to come by in the Durham area and, regretfully, our reporter has to report a dwindling in numbers in the branch.

## Computer system for Navy's pay under consideration

THE Royal Naval Writers' Benevolent Association celebrated the 77th anniversary of the founding of the Association on November 27 with a dinner in Portsmouth, which was well attended by present serving writers and ex-writers, some of whom had served in the Royal Navy as far back as 1906.

It was a most happy occasion. People who have not met for years—two had not seen each other for 40 years—chatted away with obvious delight. One man was heard to say, "Perhaps it is because we have all got a little older gracefully, but no one seems to have changed since we were serving. Perhaps there is a little less hair, and maybe some of it has greyed, but the chaps look as they did in their twenties and thirties."

The guests of honour were Capt. K. H. Farnhill, O.B.E., R.N., Chief Staff Officer (Admin.) to the Commander-in-Chief, Portsmouth, Mr. Newnham of the Stores Branch, Benevolent Association and Mr. Edwards of the Devonport Branch of the Writers' Association.

It was learned that the General Council of the Association has recommended that the word "Benevolent" should be dropped from the title and this recommendation now goes to the members for ratification. The reason was that in this "affluent" society, that part of the Association's work was unnecessary, particularly so as the funds of the Association were not exactly "rosy."

The chairman of the Portsmouth Branch, Mr. R. A. Muir, pointed out that many members were in arrears with their dues, and during the past few years the Association's capital had to be used to meet contingencies, and he appealed to all members to get up to date so that the Association did not have to go the same way as so many lower-deck associations had done—into liquidation.

### ADVANCEMENT

Captain Farnhill, in a most amusing speech, told of his experiences on the China Station when he was a pay-

master midshipman. On a serious note he stated that the Ministry of Defence (Navy) was concerned at the promotion prospects of writers, and although it was a difficult problem he hoped that means could be found to cut down the time people had to wait for advancement.

He also mentioned that within about the next three years he anticipated that a computer system would be in operation to deal with the pay, etc., of the Navy. A large staff would be required, mainly women, but he felt that writers would always be necessary in ships and he urged those now serving to familiarise themselves with the work of other departments in ships and thus be able to take on administrative duties of even more important nature.

Replying to the toast of the "Old and Trusted Members," ably proposed by a young writer, Mr. Leach, Mr. Arthur Tibble, in a very witty speech, referred to the 1906 "mutiny" in R.N. Barracks, Portsmouth, saying, "We used to have a little excitement even in those days."

Mr. Ivor Baker proposed the toast of "Absent Members," referring to the illness of the treasurer, Mr. S. Bates, who had given such loyal service to the Association for very many years. Those present, old and young, expressed the hope that Mr. Bates would soon be back to health and strength. Mr. Baker also mentioned those who had "ended their commissions and paid off," Mr. "Jimmy" Pegg, Mr. Percy Fournier, Mr. Arthur Coates, and several others who, in the past, had served the Association well and never missed the annual dinner, but had now passed on.

It was a grand evening and those present hope that there will be many more equally successful and enjoyable.

## 1965 is the 200th Anniversary of the Launching of H.M.S. Victory

To commemorate this occasion an

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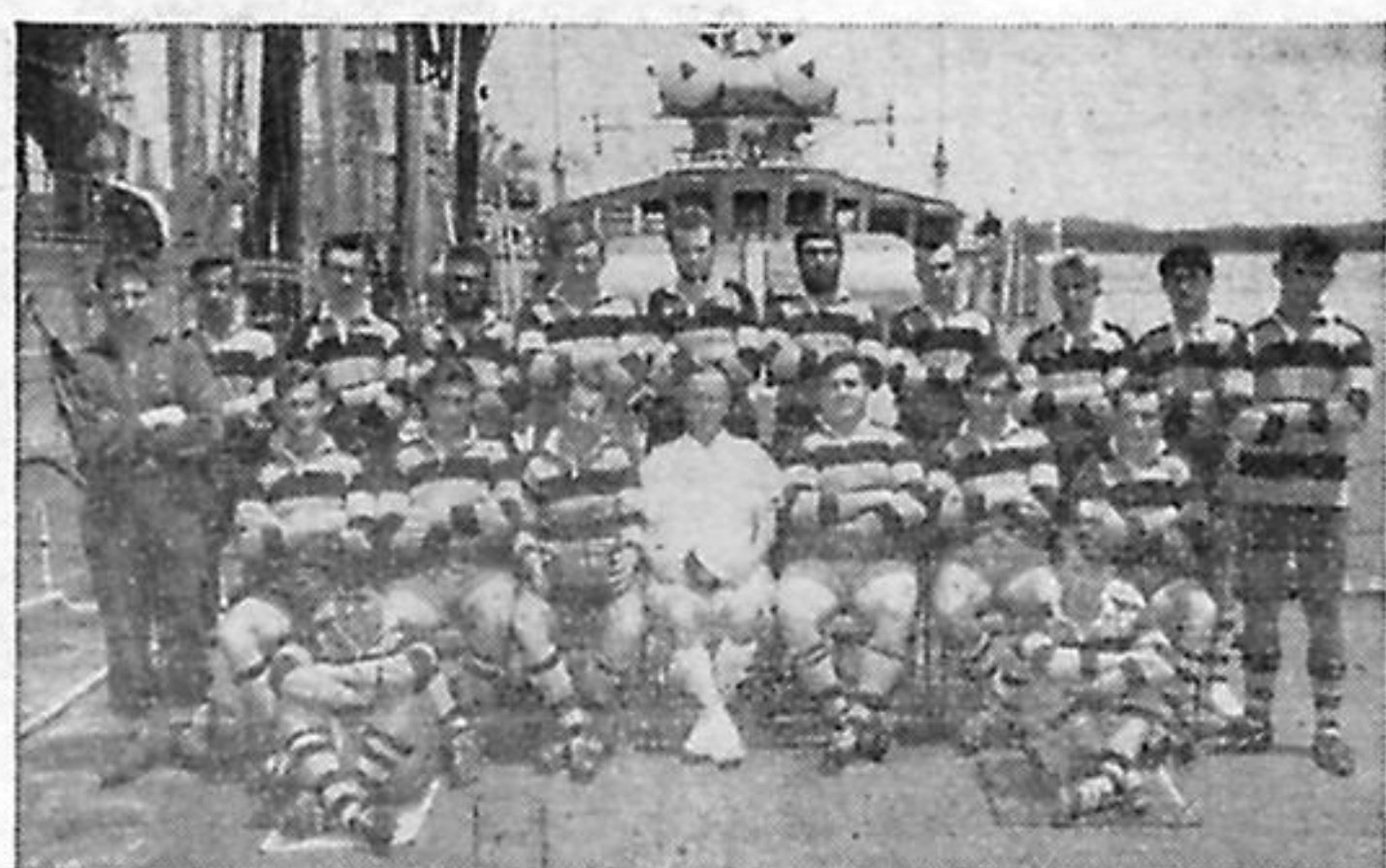
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Berwick's successful rugby enthusiasts, left to right (standing): A.B. Rodda, A.B. Chart, L.R.E.M. Oram, Ord-Smn. Edwards, A.B. Greenwood, E.R.A. Tilley, A.B. Harrison, A.B. Owen, A.B. Settle, A.B. Rowell, A.B. Hall. Sitting: Lieut. Banks, R.A.N. M(E) Davies, Surg. Lieut.-Cdr. Fullerton, Capt. R. K. N. Emden, D.S.C., R.N., C.P.O. Irvine, Lieut. Taylor, A.B. Haldane. In front: Ord-Smn. Hope, M(E) Chapple

## BERWICK BEATEN AT LAST

### End of remarkable rugby run

THE defeat of H.M.S. Berwick's Rugby Fifteen at the hands of H.M.S. Bulwark on September 30 last, brought to an end the frigate's most remarkable run of twenty-five matches without defeat in the course of the previous twelve months.

H.M.S. Berwick which commissioned in April, 1963, as Leader of the 21st Escort Squadron under the Command of Capt. R. K. N. Emden, D.S.C., R.N., is now serving in the Far East on the last leg of a General Service Commission.

During one year the Rugby Team, captained by Surg. Lieut.-Cdr. "Dick" Fullerton, a native of Dublin, has won or drawn matches at such diverse places as Plymouth, Portsmouth, London, Invergordon, Londonderry, Lisbon, Subic Bay, Singapore and Hong Kong. Amongst games won were those against such formidable opponents as Paignton, Omagh Academicals, Lisbon University, Customs and Excise (London), and the Royal Military Police (London).

#### 'LET 'EM ALL COME'

Defeated Naval sides included H.M.S. Sea Eagle, Reserve Fleet, Portsmouth, H.M.S. Tiger and the first three missile destroyers, Devonshire, Hampshire and Kent. H.M. Ships Leander, Whitby, Rothesay, Leopard, Cavendish, Dido and Lincoln. S.A.S. Pretoria and H.M.A.S. Vampire shared the same fate. The latter victory was especially notable, it being the first by a Royal Navy small ship over an Australian ship at Rugby since 1957.

The final score board reads, excluding the one defeat: Played 25, Won 23, Lost 0, Drawn 2. Points for 490, Points against 75. To find an adequate reason for this success story is extremely difficult and it certainly cannot be attributed to the prowess of individual

## EXPEDITION LANDS IN ANTARCTICA

MEMBERS of the Combined Services Expedition to the Antarctic have landed, exactly on time, at King Haakon Bay, South Georgia.

Their first discovery was that one of the worst winters on record had extensively damaged whaling installations and sunk six whale catchers. As a result, neither sealers nor whale catchers will be available for the sea passage from Grytviiken to Royal Bay in January.

Undismayed, the explorers set to work and quickly set up stores dumps round the Island. To make this possible, the Navy's ice patrol ship, H.M.S. Protector, which took the expedition to South Georgia, had to navigate in ice-strewn uncharted waters. Skilful flying by the pilot of the ship's helicopter in adverse conditions helped to complete this difficult task.

players but rather it has been the result of team spirit, good organisation and the fanaticism of the team's captain.

During the entire twenty-five matches no more than 23 players have played in the 1st XV and this has resulted in a team in which each member knows his partner to an extent which can seldom have been equalled in ship's rugby. Defeated now for the first time by Bulwark, but not disheartened, Berwick's Rugby XV is looking for fresh fields of conquest.

The Passing-out Parade of Apprentices will take place at H.M.S. Ariel on December 16.

#### CAMPING HOLIDAYS

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## Leander's generous gesture

WHEN H.M.S. Leander held its ship's dance in Portsmouth on November 19, admission was by the gift of toys, sweets or fruit. The fact that the gifts were to be donated to South Africa Lodge, the Royal Naval and Royal Marine Children's Home, and to a neighbouring orphanage touched the hearts—and pockets—of Leander's ship's company, many paying up to 15s. for a box of chocolates in order to gain admission.

The gifts donated included 84 boxes

of chocolates, 15 tins of sweets, 306 packets of sweets, 27 soft toys, 15 other toys, approximately 10 lb. of fruit, 14 books and many other small gifts, all intended for Christmas gifts for the children.

Those in H.M.S. Leander and, in particular, the organisers of the dance, express their grateful thanks to the many people who donated gifts, including Wrens and nurses from R.N. Hospital, Haslar.

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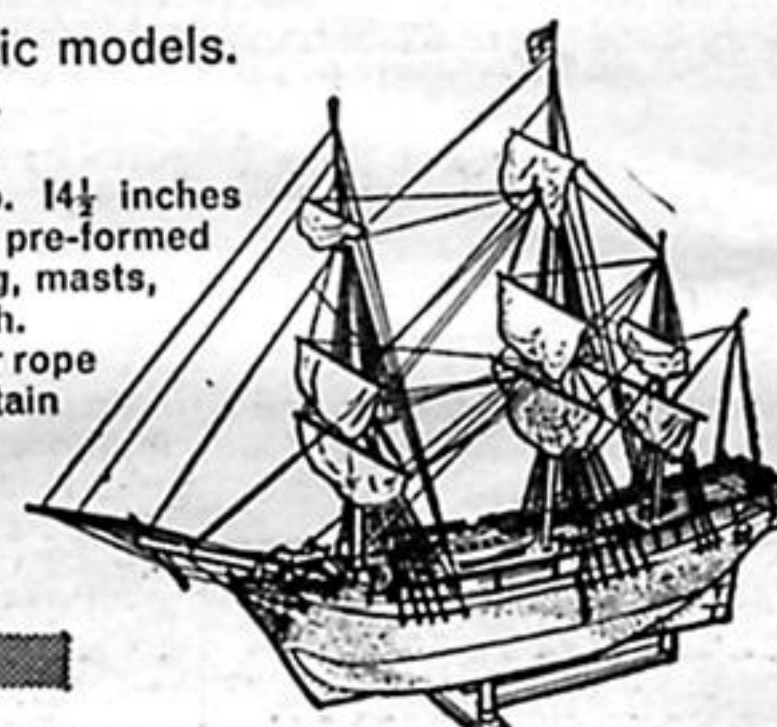
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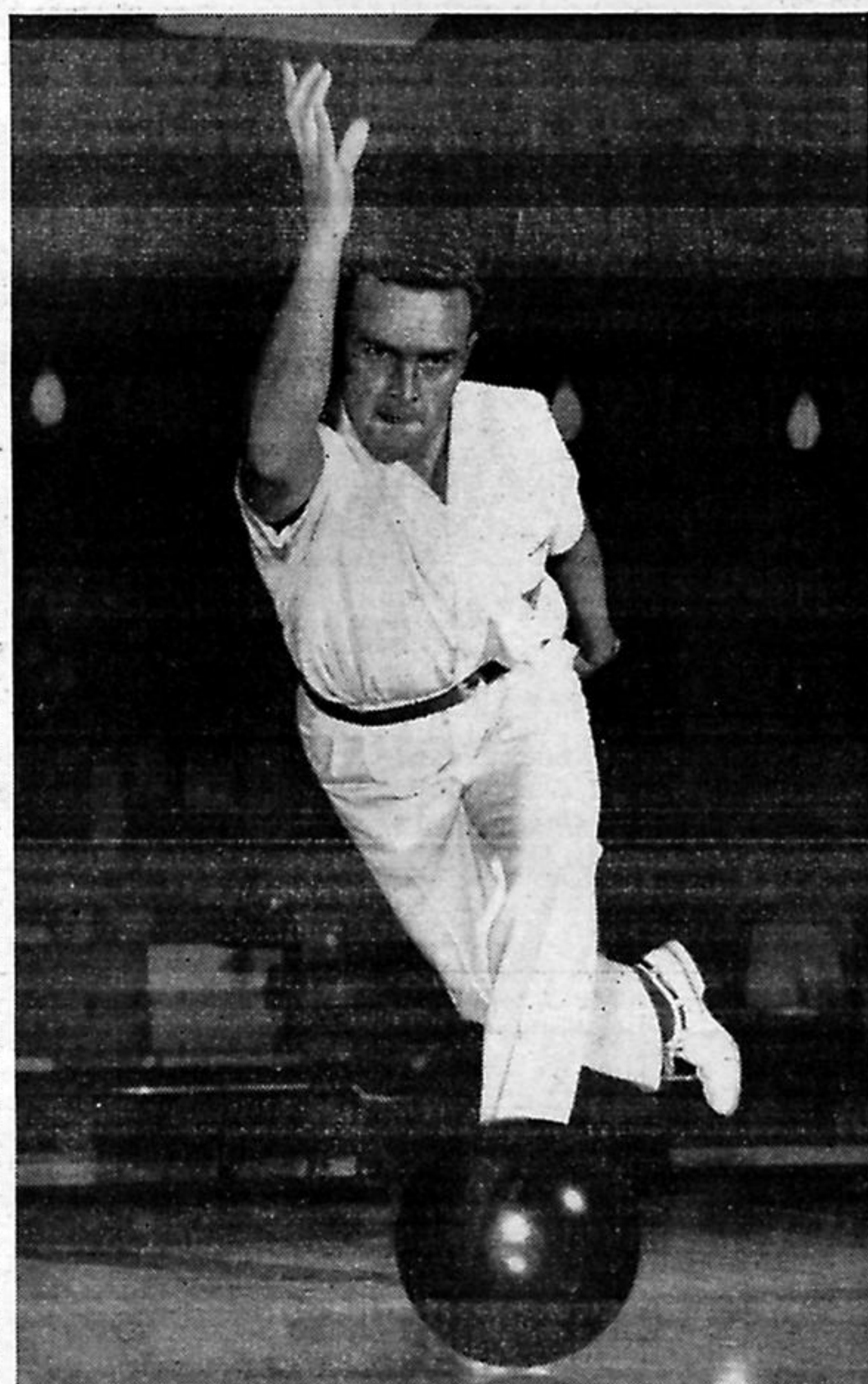
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H.M.S. Bulwark has just marked six months on the station, during which time she has steamed nearly 36,000 miles with no changes or delays to her programme due to mechanical or electrical faults. She has achieved 3,815 deck landings with no accidents and total helicopter hours flown are now over 5,287.

In the six months her helicopters of 845 Squadron have carried a total of over 20,000 troops and passengers and transported over 1½ million pounds of stores.

### H.M.S. ROTHESAY

(Continued from page 10, column 3)

#### ROYAL MARINES' SHOW

The next stop was Grenada where four days were spent, the Royal Marines giving a splendid display of platoon attack for the benefit of cadets, followed by a spectacular display of unarmed combat by Corporal Morimer and Marine Shaw.

This show was put on at the next port—the Island of Montserrat which, although exceedingly tiny, was one of the more picturesque places visited by Rothesay. The visitors were told that those that drink from the waters will always return—so, perhaps, one day, Rothesay will again visit this lovely island.

Back to San Juan where the host ship, U.S.S. Thor gave a most hospitable welcome. Those in Rothesay once again visited the PX, doing their Christmas shopping.

The one night in San Juan was Trafalgar Night and this fact had obviously been noted by the Chiefs of the Naval Base, who gave the Rothesay's Chiefs a celebration that did credit to all concerned.

H.M.S. Rothesay is now in Bermuda for a maintenance period and on December 8 starts a new Bahamas patrol, to be followed by visits to other places not so far seen.



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# Identity Card used as a Pass to Olympic Games

## 'WIN AT ALL COST'—NEW SLOGAN

BY JOHN W. BINKS, C.P.O., P.T.I.

NAVAL drafting has twice placed me in a convenient part of the world from which I have been able to travel to witness two Olympic Games—Melbourne in 1956 and Tokyo this year. Perhaps my experiences will interest many readers who did not have my privilege.

The chance of seeing the 1964 Olympics occurred to me as long as 18 months ago. The first thing was to save my leave (one week every six months), to ensure that if I was successful in going I would have the necessary time off. In September this year I was granted an R.A.F. indulgence flight from Singapore to Hong Kong and a month's leave tucked under my belt. So you see by my arrival in Hong Kong on October 1 I was just half-way there.

Those in movements at Hong Kong were very obliging and they made every effort for me to get a lift to Japan by the U.S.N. or U.S.A.F. I was offered a free flight to Tachikawa, a big U.S.N. Airfield 15 miles outside Tokyo, but this was not until October 10 and meant wasted days.

I had come prepared to pay my fare from Hong Kong to Tokyo (return £100) so I booked a B.O.A.C. flight on October 5. The one set-back which I had overlooked, was civil baggage allowance (44 lb.). Having sorted out from my original 66 lb. I set off for Kai-Tak airport. A taxi is required from Kowloon to Kai-Tak, and an English gentleman asked me if I would share the taxi with him. It seemed no trouble as we were both destined for the same place. My usual streak of luck came out. This gentleman was the General Manager of B.O.A.C., Hong Kong.

I was given semi-V.I.P. treatment; my baggage sailed through, with no charge or excess baggage and at 25s. per pound I was saved a considerable sum. The pipe, "Passengers for Tokyo, B.O.A.C. flight 932, proceed to Gate 4," was the real "go-go-go" sign.

### HIGH-LIVING COSTS

It was nearly midnight on arrival at Haneda Airport (Tokyo)—not a very good time to take a bearing. There is a very good hotel adjoining the airport. A room for the night at 3,000 yen (£3), not including breakfast, was the first insight to the high cost in Japan.

With a host of pamphlets, maps and train maps supplied to all visitors, I took little time in narrowing the field down to three places. My accommodation had been booked with the C.P.O.s. Mess, U.S.N., Yokosuka. I did not realise that the distance was nearly 35 miles from Tokyo. I decided to try the American bases nearer.

Tachikawa, 15 miles to the north-

west of the city. Fuchu, 12 miles north-north-west and Kishine, eight miles to the south and within the limits of Yokohama. The knowledge of fast trains from Yokohama—Tokyo (time 24 minutes) made the choice for me.

I rang Kishine and, though it was an Army camp, they said: "Sure come along right away." On arrival at Kishine I found that it was not an Army barracks as such, but what they call an R. and R. Hotel, a Rest and Rehabilitation Centre. The place was run just like a three-star hotel.

The daily rates for all ranks is one U.S. dollar per day (7s.). Meals are paid for daily—breakfast 25 cents, lunch 40 cents, dinner 40 cents. (This was free to me.)

### 'NEVER SO GOOD'

Thinking it best to join the place looking real British, I wore blue uniform, and as a chief, I qualified for superb quarters—a well-furnished room to myself, with a Japanese house boy as a servant. Never have I had it so good!

The dining hall was the highlight of Kishine. The food was plentiful and extremely good. Fresh milk in three flavours left me gasping for breath after the first gallon.

Having settled in at Kishine, I was left with three days to the opening ceremony at the National Stadium. Having seen the opening day at Melbourne, I was not disappointed to learn that all tickets were a sell-out. My main interest was to watch the hockey matches that 16 teams from all parts of the world were going to contest.

My contacts were, of course, the England players with whom I had played on a few occasions at divisional and England trials, and against them many times when playing club matches with U.S. Portsmouth. A phone call to the Olympic Village put me right. The Great Britain team were just about to leave for a training spell and I was invited along. Meeting old friends and new members was a great delight. Tickets to cover all the seven Great Britain matches were lavished upon me; and I was, of course, their No. 1 supporter.

### RUTHLESS PLAY

Whilst on the subject of hockey one should not be dismayed at the poor result of Great Britain's performances. I have played at a high level in

# Ruthless hockey at Tokyo

## BOXING MEDALS APPROPRIATE

BY JOHN W. BINKS, C.P.O., P.T.I.

HAVING just returned from the Olympic Games at Tokyo as a spectator I wonder how all the hockey public in England feel about Great Britain's performance. I thought of the shock you all had at hearing the first result—a 7-0 defeat at the hands of the Australians. "We have not sent the best team," "So and so should have gone"—many names must have been passed around in club rooms and your criticism, I imagine, was very cruel.

I have played in first-class club matches, county matches and at divisional level with the Combined Services, against the South-West, and East, so I believe that I am qualified to pass some comment and, from the start, to defend Great Britain's performances at Tokyo.

The type of hockey I expected to see was of a fast open type with the artistry of the brilliant individual and team work that one expects at international level. Alas, this was not so. The quest of a gold medal changes this into a ruthless game of "win at all costs." Power and strength in physical form was the main armament

England, yet the hockey I witnessed in the quest of a gold medal, was ruthless. In every match one or more players received nasty injuries—cut eyes, painful hits on the body and, at least, a little fisticuffs in all matches excepting the Great Britain games.

Baron De Courben's saying: "To take part is the main object," no longer stands. Win at all costs seems to be the new slogan.

From October 11 to 18 I watched three matches daily from 10 a.m. to 2.30 p.m., covering every team in the two pools. An Adidas shoulder bag and a Navy Pay and Identity Card were a fine substitute for official passes. All athletes were entitled to enter any arena at any of the sports. I was out-gunned by an R.A.F. sergeant who got in to all events on a British driving licence. A word of thanks to the civil servant who designed the Naval Identity Card.

By now I was half American. I found I was using American phrases, but the good food and living made up for poor English! The enormous amount the average American Service man puts away is phenomenal. I consider myself to be a large eater, but the Americans left me standing. The choice of meals was never less than six and a salad was a side plate and not as we have it, as a choice.

Fresh milk in three flavours was a high-light; this could be drawn off at any hour of the day. I think I've drunk enough until I see the old pint bottle in U.K.

### TOKYO NIGHT CLUB

The night-life of Tokyo is like a new world. With a varied choice of theatres, the famous Kabuki and Kōshi Theatres are not to be missed. Three hundred beautiful girls on stage at once is too rare a sight to miss. The usual, but unusual, performances in the shady strip clubs at an all-low rate of 100 yen (2s.) was good entertainment to say the least. For those who have never taken a Japanese bath, well all I can say is "Volunteer for the Far East and hope for a Japanese Cruise—they have much improved since my last visit of 1956." The Great Britain hockey team can endorse my recommendation.

I had the good fortune to be rescued by a Japanese girl whilst lost on the subway. She eventually turned out to be my "official" guide and this made things much easier. I could throw away my maps and booklets. I was taken back one afternoon when she turned up in National costume; this is done nowadays as appreciation to visitors. What a pity that this costume is not a compulsory item of kit.

Alas, the end must come and I am now back to the heat of Singapore. A sad farewell, with a beautiful bunch of flowers, from Haneda Airport left me hopefully dreaming of another Olympic Games.

The Flag Officer Naval Air Command (Vice-Admiral Sir Richard M. Smeeton) visits R.N. Air Station, Lossiemouth, on December 15-16.

H.M. Submarines Alaric, Astute and Artful visit Bristol from December 4 to 8.

Magistrate: "You can't drive now for five years. You're a danger to pedestrians."

Defendant: "But, your honour, my living depends on it."

Magistrate: "So does theirs."

Look at the results with the stronger teams—only one goal in them. How can you score with 18 players crowding the circle? The lack of field goals show how defences were packed to on-coming forwards. Ninety-five per cent. of goals came from short corners. Only against the weaker teams were field-goals scored (Hong Kong, Canada and Rhodesia).

This is where Great Britain failed—they could not convert their short corners where other teams did not miss.

### A FIT TEAM

I maintain that the Great Britain team was as fit, if not fitter, than most of the other teams, and as I am a physical training instructor and attended the team's training camp I feel qualified to emphasise this point.

I would like to commend "Jimmy" Deegan for his stout-hearted games. I understand he was a late replacement. "Chris" Langhorne is a wonderful find and looks to have many years of useful hockey for England. John Niel and David Judge were superb in defence and their solid tackling and wise hitting were a delight to the spectators.

In closing I must stress that until we, in England, play competitive hockey for cups or medals, and are prepared to push and shove, we will always be the gentlemen of the game. With the amount of fisticuffs and brawling that took place I declare that Olympic Boxing medals should have been presented to the finalists.

To club members and all the players who love to select their own national team I say "Whatever 18 players you would have sent to Tokyo would not have done better." The representatives that were sent were a credit to Great Britain and to the game of hockey as it should be played.

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